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SMALL NATIONS OPPOSE PLAN OF EUROPEAN UNION

Proposal for United States Is Being Given Serious Attention

MANY SEE IN IDEAL SOLUTION OF TROUBLES

Lesser States Declare That the Plan Is a Reversal of History

By R. H. MARKHAM
Special to The Christian Science Monitor

SOFIA—During recent years and especially during recent months many people have begun to give serious attention to "The United States of Europe."

They feel that this plan or ideal would bring peace to this continent and solve many of the most persistent and dangerous world problems, such as a vision of boundaries wiped out, of tariffs eliminated, currencies unified and armies practically abolished and the 27 nations living together as peacefully as the inhabitants of the various United States of America.

However, we must ask of this plan not only: Is it beautiful? but also, Is it possible? Will the soil of this continent support a United States of Europe?

Many of the smaller states would answer to that question an emphatic "No." They would say it was a reversal of history. Most of these little states have spent a vast amount of energy and strength in getting free from greater states and now are they to be brought back under their domination again? What is it that almost all the little states sing about? Liberation from the big states. Who are the heroes to which most of the little states raise monuments? They are the liberators.

Central Authority Essential

For it must be remembered that if the United States means something definite it means the organization of the states of Europe in a federation with some kind of central authority. That is the purpose of such a United States. That is exactly why people dream of it and want it: because the central authority will diminish exaggerated local nationalism and make it possible to do away with boundaries, tariff walls and armies. It is in that that almost the whole advantage lies.

When the very numerous German states united they formed a central authority and that was what brought them the desired advantages. When the states of Italy united they created a central authority and it was that which made a new era possible. The united states of Switzerland have a central authority. So have the united districts of Austria and now they are strengthening that authority. That is

(Continued on Page 7, Column 4)

Failure of Plan for Sino-Russian Peace Reported

TOKYO (AP)—Rengo News Agency's Harbin correspondent Jan. 19 foresaw possible indefinite postponement of the Sino-Russian conference at Moscow Jan. 25, due to the Nanking Government's inclination to repudiate vital portions of the protocol signed at Khabarovsk, Siberia, following six months of quasi-warfare between the two countries.

A readjustment of Chinese-Russian relations was to have been sought at the Moscow meeting. As a consequence of the Nanking attitude, Manchurian authorities are facing the unpleasant alternatives of either defying the Nationalist Government heads at Nanking and negotiating a separate agreement, or continuing the costly and dangerous bickering with Russia. The Soviet Union has been encouraging the former action.

Tsai Yun-sheng, after a consultation with Governor Chang Hsueh-liang of Manchuria and Gen. Chang Tso-hiang, second in command to the Governor, asked M. Simanovsky, representative of the Soviet Government, to postpone the conference for a change of venue.

Acting on Moscow's instructions, Mr. Simanovsky was reported to have refused a change of venue but agreed to postpone the meeting for a month. Meanwhile there has been no sign of the immediate departure of Chinese negotiators toward Russia.

Regardless of the diplomatic troubles, restoration of peace-time conditions on the railway progresses steadily. Apparently the Russians were in virtual control of the road. The lines and rolling stock have been repaired and Chinese were relinquishing those railway properties and concessions seized last July.

$50,000 GIVEN YALE TO AID GOOD WILL

PEEKSKILL, N. Y. (AP)—Chester D. Pugsley, Peekskill banker and lawyer, announced on Jan. 17 the gift of $50,000 to Yale University, the income of which will be used to support an annual conference on international relations.

The first conference will be held next March 29, at Yale, he said, and Lord Eustace Percy, British Minister of Education in the Baldwin Cabinet, will speak on "Anglo-American Relations."

Scott's Unfinished 'Siege of Malta' Sold by Grandson to Publisher

Novel Describes Triumph of Knights of St. John Over Turks in 1565—Author's Centenary May Witness Publication of Book

By Cable from Monitor Bureau

LONDON—The manuscript of an unfinished novel, "Siege of Malta," by Sir Walter Scott, has been sold by Gen. Walter Maxwell Scott, grandson of the novelist, it is announced here.

The purchaser is F. J. Sheed of Sheed & Ward, London publishing firm, and the price is stated to be the highest ever paid for a Scott manuscript. Mr. Sheed is now en route to the United States but left the manuscript behind in care of a London bank.

The story deals with the great attack on the island by the Turks in 1565, in which the Knights of St. John triumphed after a struggle lasting four months and checked the advance of Moslem power in southern Europe.

The manuscript consists of 150 pages, of which Scott wrote in his "Journal" under date of Jan. 6 to 12, 1832, "I have written a great many pages of the 'Siege of Malta' which I think will succeed."

The story has remained in Scott's old home in Abbotsford nearly a century and has never been published. It is believed, however, that Mr. Sheed intends to publish it for Scott's centenary in 1932.

DORAN DECLARES CRITICS BACK OF FLORIDA SLAYING

Belittling of Enforcement Personnel Said to Have Led to Tragedy

WASHINGTON (AP) — The recent caustic criticism of the personnel intrusted with prohibition enforcement is blamed by Dr. James M. Doran, prohibition commissioner, as having had a large part in inducing armed resistance by violators of the law, resulting in the slaying of enforcement officers.

Dr. Doran made this statement in commenting on the killing of F. R. Patterson and Robert K. Moncure, prohibition agents, when they entered a home at West Palm Beach, Florida, on Jan. 18, to search for liquor.

"I regret deeply the kifling of any person," the commissioner said, "but the deaths of Patterson and Moncure, who went in broad daylight to serve a search warrant upon a suspected bootlegger, were due in large part to recent inflammatory attacks upon our personnel which led weak-minded criminals to attack honest and efficient officers acting in performance of their sworn duty."

The first of President Hoover's proposals for improving enforcement conditions—that affecting the transfer of the prohibition unit from the Treasury to the Justice Department—is to be considered by the House Expenditures Committee Jan. 21. Chairman Williamson, who has introduced a bill, predicts it will be reported out within a week, and leaders of the House have arranged to give it immediate consideration.

The promised vote on the repeal of the Eighteenth Amendment is to be deferred until the Senate has disposed of the tariff bill. John J. Blaine (R.), Senator from Wisconsin, who introduced a repeal resolution, has announced that he will not seek action by the Senate Judiciary Committee, which must pass on the measure, until the tariff discussion is ended.

Mr. Doran made his comment on the Florida killings after receiving reports from E. R. Tuttle, prohibition administrator at Savannah, Ga., under whose direction the agents were working. Mr. Tuttle said Officers Patterson, Moncure and two others went to the home of George W. Moore with search warrants in an effort to locate smuggled liquor which was believed to have been hidden there.

The warrant was issued, he said, after 12 quarts of whisky had been purchased at Moore's place, where, he added, illicit liquor had been seized previously.

Mr. Doran denounced the recent criticism of the personnel of his service, declaring it had jeopardized the lives of his men. He pointed out that he had forbidden the use of firearms by his agents except in defense of their lives or of the lives of their comrades. Under these instructions, he added, an enforcement agent would permit a prohibition law violator to escape rather than resort to the use of firearms.

AVIATION ADVISORY COMMITTEE FORMED

By Radio from Monitor Bureau

LONDON—The special aviation advisory committee, proposed recently by Lloyd's Register of Shipping, has now been formed under the chairmanship of Sir George Higgins, chairman of Lloyd's Register.

The committee is represented by the leading figures of the shipping, underwriting, aircraft constructors', Royal Aeronautical Society and National Flying services. Thus it will be well qualified to aid in the development of civil aviation. Eventually Lloyd's hopes to render a similar widespread service as in the shipping world, namely to trace all movements in every part of the globe, to deal with underwriting insurance and to insure all registered craft to reach a prescribed standard of safety.

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POWERS REACH FINAL ACCORD ON YOUNG PLAN

Protocol Signed at Geneva —Compromise Adjusts Non-German Claims

THE HAGUE (AP)—The protocol adopting the Young plan was signed Jan. 20 at the second Hague reparations conference.

The document, which puts an end to 10 years of contention and negotiation over the reparations problem consists of 119 pages with 14 annexes and 20 separate agreements between the powers.

It scales down the total reparations Germany must pay from the enormous claims presented at the Peace Conference totaling $100,000,000,000 to a little less than $9,000,000,000, payable in 59 years.

It brings to an end the sanctions as authorized by the Treaty of Versailles in the eventuality of a default by Germany and throws the burden of deciding when Germany is in default upon the Court of International Justice, providing that only after this court has decided there is cause for action can any of Germany's creditors proceed to coercive measures.

After more than 24 hours of continuous session, the committee on non-German reparations finally solved the conflict between Hungary and Austria and their reparations creditors.

The result was a compromise to which everyone contributed something and appeared to be satisfactory to the delegates.

Hungary agrees to pay its creditors 13,500,000 gold crowns a year after 1943 until 1966, while Austria pays 1,000,000 gold crowns a year during the same period.

The claims and counter claims, apart from reparations, were settled through two pools to which the big powers contributed, the first amounting to 240,000,000 gold crowns, to cover land claims, and the second 100,000,000 gold crowns, to be applied specially to the claims of the church and the Hapsburgs. This may be increased if necessary to cover the judgments of the Hague Court of Arbitration.

Hungary, by the agreement, is released from the financial control of the League of Nations.

BOLIVIA-PARAGUAY RIFT IS REOPENED

ASUNCION, Paraguay (AP)—Grave concern was felt here Jan. 20 because of Government advices that Bolivian troops had attacked the Paraguayan Fort of Isla Poi, located on an island in the Paraguayan River, about 250 miles northwest of Asuncion. The Council of Ministers met to consider the situation.

The attack occurred Jan. 16; official details were lacking. The Bolivians were said here to have attacked and to have been dispersed, losing one man. The Paraguayans also lost one.

The attack occurred at a time when Bolivia and Paraguay were attempting to adjust their differences over the vast territory known as the Chaco Boreal through a conciliation commission agreed upon last year after a Paraguayan attack on the Bolivian Fort Vanguardia.

Certain well-informed circles linked the attack on Fort Isla Poi with recent reports from Lima, Peru, stating that Bolivian troops quartered on the Peruvian frontier had been withdrawn suddenly and sent into the Chaco.

'SMOKY MARY' PUFFS LOUDLY WITH PRIDE

NEW ORLEANS, La. (AP) — The Pontchartrain Railroad, probably the only railroad in America where the human eye can see from one end of the line to the other, celebrated its 100th anniversary on Jan. 19.

"Smoky Mary," the one old engine, drew its two cars back and forth as usual from Pontchartrain Junction to Milneburg, 4.96 miles. At one time in its career, the sputtering old wood-burning engines were aided by sails attached to the roofs of the coaches.

BILL FOR INVESTMENT TRUSTS

Special to The Christian Science Monitor

ALBANY, N. Y.—Investment trusts would be placed under supervision of the State Banking Department in a bill sponsored by Assemblyman Edward S. Moran Jr. (D.), of Brooklyn. The measure covers all companies engaged in selling stocks, bonds, and securities, the proceeds from which are to be invested in securities of other corporations.

COAL OWNERS BLOCK LABOR MOVE AT GENEVA

Prospects of Co-operation in Industry Dwindle as Conference Ends

By Radio to The Christian Science Monitor

GENEVA—The defeat of any prospects of early international co-operation in the coal industry, which was the main result of the preparatory technical conference called by the Labor Office here to study questions of hours, work, wages and general conditions of labor in the European coal mines, is tempered by the agreement to leave in the report a recommendation that the next labor conference should consider the question of an international convention regulating miners' hours.

The conference, which began its meetings Jan. 6 and ended Jan. 19, was called on instructions by the League Assembly, voted last September on the proposal of the British representative, and its purpose was to advise the Labor Office concerning data to be placed on the agenda of the regular international labor conference next June. Nine of the chief European coal countries were represented, each by labor, mine owner and Government delegates. United States was not invited because of its small export trade in coal.

Three matters were laid before the conference by the Labor Office, of which those of wages and labor conditions were immediately and decisively rejected by the owners, so the whole conference centered about the third question, which was hours of labor. Miners' delegates, representing about 2,000,000 underground workers, insisted on a seven hours' day.

The owners categorically rejected the demand and two weeks of bargaining began. The workers receded step by step and finally, in order to save something from the conference, made their stand on an eventual 7½-hour day with a provisional 7¾ hours during the transition period. The motion for recommending the 7½-hour day was lost. Then a proposal was made for a 7¾-hour day, with the same result.

Prospects that the whole question of miners' hours of work will be removed from the domain of League activity provoked profound disappointment and much bitterness among miners' delegates. Albert Thomas, French Socialist, Director-General of the Labor Office and one of the outstanding men in the field of international co-operation, voiced a strong protest. Meeting every proposal and remark of the owners with urging these powerful industrialists, employing nearly 2,000,000 men underground and, before the world and in the name of the League, that they disapprove all discussions at the world labor conference. He defied them to state plainly that they were opposed to international co-operation, leaving the miners alone as protagonists of this ideal.

Mitten Employees to Give $250,000 Toward Memorial

By a Staff Correspondent

PHILADELPHIA, Pa.—Employees of the Philadelphia Rapid Transit and some of the subsidiaries will contribute half of the cost of a new building for Temple University as a memorial to Thomas E. Mitten, Philadelphia traction executive.

Mr. Mitten was regarded as a leading exponent of progressive movements in the relations between Labor and Capital. In reorganizing the Philadelphia traction system he inaugurated a co-operative wage and bonus plan. It is from the wages received under this plan that the employees will contribute $250,000 for construction of Mitten Hall. The workers will contribute a definite percentage of their wages so that all will have an equal share in the memorial.

Mitten Hall is to be erected on a site purchased by the university at Broad and Berks Streets. It will cost $500,000, of which $250,000 has been subscribed.

Religious Persecution in Russia Protested by Swiss Church Groups

By Cable to The Christian Science Monitor

GENEVA — A largely attended mass meeting was held here in the Salle de la Réformation, which is the place where the Assembly of the League of Nations gathers and is the largest auditorium in Geneva, for the purpose of protesting against the religious persecution taking place in Russia under direction of the Bolshevist Government through the agency of atheist organizations.

As the building was packed a half hour before the time appointed for the program to begin, an overflow meeting was held in the second largest hall, which was also immediately filled.

There sat together on the platform and took part in the program distinguished representatives of Protestant, Catholic and Eastern Orthodox churches, as well as of Jewish synagogues. The speakers stated that an extreme form of religious intolerance prevailed in Russia, that the clergy and faithful lay believers were subjected to the most cruel persecution, that houses of worship had been confiscated, and that all children are being educated in an atmosphere of aggressive atheism and materialism.

Protesters declared in resolutions that while respecting strict political neutrality, they associate themselves with believers the world over in expressing sympathy with the persecuted in Russia and that they are determined to do everything possible to establish religious liberty there. Similar meetings were held in many other Swiss cities.

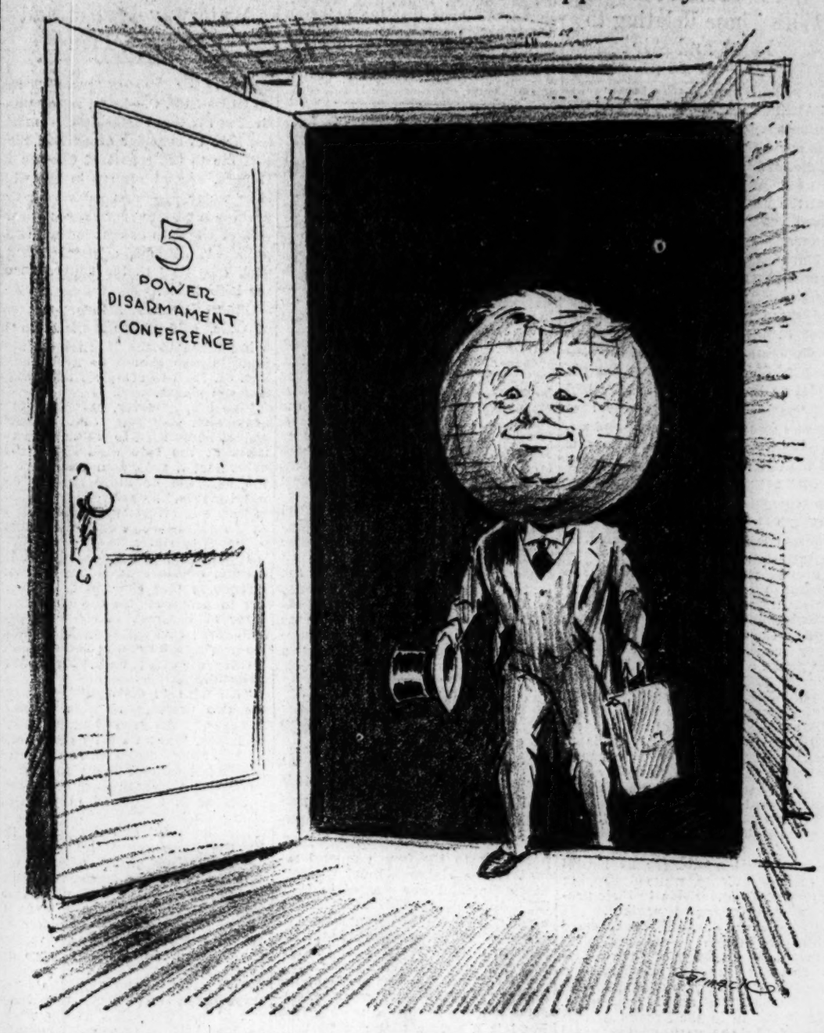
JUGOSLAV SCOUTS ARE TEETOTALERS

By Radio to The Christian Science Monitor

BELGRADE—The general secretary of the International League for the Suppression of Alocholism, Dr. Robert Hercod, is visiting Jugoslavia. He first stayed at Zagreb then at Belgrade also visiting Sarajevo, Split and Ljubiana. At Belgrade he lectured to the university on the aims and the progress of the temperance movement. The foreign journalists together with Belgrade temperance advocates gave a banquet in his honor.

In a statement to the press Dr. Hercod said that he viewed with satisfaction the progress of the temperance movement in Jugoslavia, especially among the university and working-class youth. He said that all scouts in Jugoslavia were teetotalers, which was not the case in many other countries. The sobriety campaign here is directed by the Jugoslavian Temperance Alliance, in which all the forces of the movement are united.

On the Threshold of a Great Opportunity



Fascist Movement in Austria Weakened by Peasants' Defection

Industrial Groups Also Withdraw Financial Support From Heimwehr—General Political Situation Improved by Changes in Constitution

By Radio to The Christian Science Monitor

VIENNA—Evidence is accumulating of the waning power of the Fascisti's Heimwehr movement in Austria. Differences between the extreme and moderate leaders within the movement itself and the fact that the Heimwehr is not now receiving the financial support of many big industrial organizations which formerly were ready to finance any anti-Social Democratic movement makes it difficult for the Heimwehr even to continue its ordinary activities.

Differences between the Heimwehr and peasant organizations in the country recently led to a meeting here of representatives of the latter from all parts of Austria at which it was decided to establish their own defense organization called "Bauernwehr," or peasant corps, so cutting adrift from the Heimwehr and in fact destroying much of its support in the country.

The former Chancellor, Dr. Ignaz Seipel, who is generally recognized as the intellectual leader of the Heimwehr, recently introduced to his party (Christian Socialist) a plan for establishment of the "Staenderat" or council of estates, that is to say a sort of economic chamber, membership in which would be based upon profession or occupation. This has tended to divide the Christian Socialists.

Generally speaking, the political situation in Austria has improved vastly since the recent amendments to the Constitution were passed, and the understanding between the Government and the Social Democratic opposition is better than for some years. During the coming months Austria must decide whether the policy of conciliation and co-operation between political parties backed by the Chancellor, Dr Johann Schober, or Dr. Seipel's absolutism will prevail.

Lindbergh Flies Glider Out Over the Pacific Ocean

SAN DIEGO, Calif. (AP) — Col. Charles A. Lindbergh has an added distinction; after a 30-minute flight he was qualified as the ninth pilot in the United States to hold a glider license.

Colonel Lindbergh flew here from Los Angeles Jan. 19 especially to make the flight.

Hawley Bowlus, construction superintendent for the firm which built the Spirit of St. Louis, in which Colonel Lindbergh flew across the Atlantic Ocean, built the glider and made preparations for the flight. Bowlus holds the American glider record of more than six hours' sustained flight.

With Mrs. Lindbergh watching, the glider was catapulted into the air. It climbed swiftly to an altitude of 500 feet. Colonel Lindbergh then headed the motorless plane out over the ocean for half a mile. He remained in the air for 30 minutes and then brought the glider gracefully to earth. He immediately filed an application for a first class glider license and will become the ninth pilot to hold such a paper.

THREE AIR RECORDS CLAIMED BY COSTE

ISTRES, France (AP)—Three world aviation records were claimed for Dieudonne Coste, famous French flier, and Jacques Codos, who landed Jan. 18 after a flight of 23 hours, 22 minutes and 49 seconds over a closed circuit with a load of 500 kilograms (1100 pounds).

The first record to fall was that set by the German flier Steindorf of a speed of 205.407 kilometers an hour, with a load of 500 kilograms. The French aviators attained an average of 210 kilometers.

The second record was the closed circuit distance set by the Germans Schnable and Coose, who landed after a flight of 2735 kilometers. While the distance covered by Coste and Codos has not yet been announced, it was more than 4000 kilometers.

The third record was that of duration, for such a load, held by Girier with 22 hours, 11 minutes, 45 seconds.

U. S. ADVOCATES BIG REDUCTION IN BATTLESHIPS

In Addition to Building Holiday Is Willing to Scrap Eleven Obsolete Ships

Special from Monitor Bureau

WASHINGTON—The United States Government, it was stated here on the eve of the convening of the naval conference in London, is prepared to announce its willingness to engage in a far-reaching battleship reduction program. The United States, it was declared, is willing not only to declare a five-year battleship holiday, but to scrap permanently at the end of that period 11 such ships that have reached the point of obsolescence.

Furthermore, it can be said on the same high authority, the United States is prepared to recommend drastic curtailment of the size of capital ships, from 35,000 tons to 25,000 or less.

The 11 ships which would be scrapped permanently under an extension of the present capital naval holiday are the Wyoming, Florida, Utah, New York, Texas, Arkansas, Oklahoma, Nevada, Pennsylvania, Arizona and Mississippi. They were to be replaced by eight new dreadnoughts. Great Britain would scrap permanently 13 battleships, which also are subject to replacement by seven new dreadnoughts by 1936 if the Washington Treaty remains unaltered.

The British navy at present has two more battleships than the United States, which accounts for additional tonnage England would have to scrap to come down to parity with this country.

An agreement by the five powers represented at the London conference not to replace battleship tonnage authorized during the next five years by the Washington Treaty would mean that after 1936 the United States and Great Britain would each have seven battleships

(Continued on Page 2, Column 1)

Naval Conference

Begins Tomorrow

Would you rather hear about the solid hopes and prospects for its success than conjured misgivings for its failure?

Would you rather read more about its constructive and forward-looking accomplishments than about petty bickerings on side issues?

Would you rather see it through unbiased and appreciative eyes than through the smoked glasses of jingoism?

* * *

The Monitor will devote itself to the chronicling of the conference in this vein. Watch for news reports or editorial discussion

Daily

PLEDGE MADE TO LIMIT ALL NAVAL SHIPS

Encouraging Statement Is Made on the Eve of Naval Conference Opening

ANGLO-FRENCH UNITY SAID TO BE REACHED

American Delegation Is Optimistic Over Promised Result of London Gathering

By ERWIN D. CANHAM
By Cable from Monitor Bureau

LONDON — The most emphatic official assurances that the Five Power Naval Conference is pledged to effect actual reductions in all classes of fighting ships was issued as a result of what is described as the frank, detailed and encouraging conversations between the national delegations which filled the momentous week-end, preceding the opening of the sessions.

Assurances of this character were not nearly so unnecessary as it would appear, for in the clouds of discussion of hyphothetical points which filled the previous weeks, the real purpose of the conference was in danger of disappearing. But as a result of the meetings between the different delegations, confidence in the conference's success is increased measurably.

An undercurrent of optimism based on the nature of these discussions runs everywhere in London and the conference therefore opens in a most auspicious mood. Naturally the delegates could not publicly declare pessimism but instances abound of real as opposed to tactical optimism. For example, Henry L. Stimson told the international newspaper men frankly that he was most confident that no trouble would be caused by the alleged insistence of the French that a naval agreement would be contingent upon a final treaty on all armaments being made under the auspices of the League of Nations. In the face of repeated news stories emanating from the entourage of the French delegation that the French propose to stress the point, Mr. Stimson's assurance is held to be doubly valuable.

Anglo-French Agreement

The greatest optimism in London, however, is based on the widespread impression that Mr. MacDonald has "parleyed" and Aristide Briand on the problems of the conference. Through that veteran diplomatist, Sir William Tyrrell, in Paris, and it is said with the assistance of Walter E. Edge, United States Ambassador, some working agreement is believed to have been completed. Mr. MacDonald has found, it is stated in informed circles, that part of the intransigence displayed by Philip Snowden at the first Hague reparations meeting needed to be softened and the notable Anglo-French co-operation at the recent Hague session is cited as important evidence of Franco-British rapprochement. Indeed, many say that work resembling the good-will mission Mr. MacDonald performed in the United States has been carried out in official French circles.

At any rate M. Tardieu and M. Briand are said to come to the conference in a much more helpful mood than would have been the case two months ago. No longer is the fear of an Anglo-American alliance publicly expressed.

It is now clear that the Admiralty is prepared to calculate on this basis. Therefore a previous British agreement with the French is even more necessary in chronological importance than with the United States and perhaps is a vital prelude to an agreement on the so-called Rapidan understanding.

Franco-American Objectives

It is considered here that some such understanding has taken place and that this accounts chiefly for present optimism. Mr. Stimson certainly went far in support of this impression when he said on Jan. 19 that the French and Americans had found their disarmament objectives to be identical.

Previously he had refused to discuss the French attitude on armaments, especially in connection with the League of Nations but now these inhibitions have disappeared. Indeed Mr. Stimson's mood following his conferences with the French and Italians was officially described as exuberant. Contrary to his custom, Mr. Stimson joked at length with the press, describing picturesquely the linguistic difficulties found between the Americans and the French.

A vast change in its attitude has been noted since the American delegation arrived in London, and it is considered that this detail is far from unimportant. As foreseen, Italy gave the heartiest assurances of its desire to co-operate with the United States. The conferences between the Americans and Italians are described frankly as satisfactory in the highest degree. The United States delegation outlined the preparatory discussions already held with Great Britain and Japan, while the Italians reviewed their talks with France. All the cards were put on the table, it was officially said. The delegations explained each other's difficulties and problems and the interchange produced much mutual good will, according to the official summary.

Frank Statements Made

Both the American and Italian delegates expressed a desire to explain to their press their mutual satisfaction and encouragement. The talk concerned both the procedure and the subject matter of the conference. The United States intends to

continue its rôle of a disinterested friend to France and Italy, anxious to have their problems settled in a way fair and satisfactory to all, in the words of the official declaration. All the delegations have agreed, Mr. Stimson said, that the aim is to take all classes of naval arms out of the realm of competition. Such an agreement, he reiterated, was necessary to remove suspicions, rivalries and irritations in the great task of building for future peace.

Each of the five nations must be satisfied or the treaty produced in London will be a failure. Similar points were stressed after the French meeting and the conversations were described as of a very important and encouraging character, covering the general objectives of the naval conference and productive of a complete agreement.

The general attitude of all the powers is described as very encouraging to Mr. Stimson and all who participated. On January 20 the heads of all the delegations met in Downing Street to discuss the details of procedure, such as the nature and number of the coming public and private sittings, the final state of the agenda and numerous technical matters. Some of these are very important but no official statement was issued.

At 3 o'clock in the afternoon Mr. Stimson took the members of the American delegation to Buckingham Palace and presented them to the King. The keen and gracious interest of His Majesty in the conference has greatly impressed the visitors to London and is adding much to the dignity of the proceedings, as well as contributing definitely to the successful result.

U. S. ADVOCATES BIG REDUCTION OF BATTLESHIPS

(Continued from Page 1)

and Japan four. Under the Washington Treaty ratios, France and Italy would have none.

The dreadnought reduction program, it is known, was thoroughly discussed by President Hoover and Ramsay MacDonald. Both, it is reliably understood, agreed that the battleship was exhaustingly expensive, outdated, and should be done away with eventually. The problem was left for the London conference. The American delegation, it can be stated, has clearly defined and concrete proposals to make when the occasion offers.

These recommendations, in so far as they affect battleships and the world peace movement generally, can be announced as follows:

The United States believes there should be a five-year holiday on battleship construction. These years would be looked upon by the United States as "a period of grace to permit the present desire for peace to try its wings." If at the end of that time the Paris pact has justified all that is expected of it, there no longer will be any need for existing costly and dangerous armaments. The battleship holiday can be made permanent in so far as it applies to the ships that under present authorization would be built between now and 1936.

On the other hand if the maritime nations believe maintenance of a fleet of 15 capital ships as authorized by the Washington Treaty is essential to adequate national defense, the United States is prepared to discuss radical reduction in the size of capital ships well below, it was said, the 25,000-ton maximum unofficial proposal by Great Britain and Japan.

A further suggestion is that if battleship fleets are reduced the size of each unit could still be reduced at the same time. The economic advantage of such a program would be staggering. The average modern battleship costs $37,000,000 to build. Permanent scrapping of the 11 ships due to be laid down before 1936 alone would save the United States and Great Britain $250,000,000. An additional saving of millions of dollars would be accomplished by reducing the size of individual units.

That some agreement for reduction of battleships must be reached before 1936 is regarded by this government, it was said, as essential. Under the terms of the Washington Treaty Great Britain and the United States each must have 15 battleships, costing $37,000,000 apiece, constructed after 1922. A construction program of that size, it was said, would shock the world economically.

CALEDONIAN CLUB PLANS BALL

Planning to eclipse all previous annual celebrations of the one hundred and seventy-first anniversary of the birth of Robert Burns, the Boston Caledonian Club, founded here in 1759, will present its seventy-sixth annual event with a grand concert and ball in the Hotel Statler ballroom on Friday evening, Jan. 24.

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FRANCE DESIRES GENERAL POLICY OF DISARMING

Would Link Naval Problem With Those Relating to Land and Air

By Cable from Monitor Bureau

PARIS—France goes to the London conference determined to make a firm stand for such naval strength as is dictated by its requirements of national security, but is convinced that the justice of its claims will be recognized and agreed to by the other powers.

The most outstanding points in the French program were made clear by the French memorandum of Dec. 20 and these points are reiterated by most of the spokesmen of French public opinion on the eve of the conference. Chief among these are the desire to link the question of naval disarmament with the problem of general disarmament in land and air, the insistence upon the submarine as a defensive weapon essential to French security, and a preference for the computation of relative naval strength by ratios based on the different categories of ships as well as their total tonnage.

French public opinion craves the assurance that the London conference will not result in an Anglo-American hegemony for control of the seas to the detriment of French and other interests. One Paris newspaper prints a photograph of Henry L. Stimson and Ramsay MacDonald in consultation, and underneath the following comment: "One would like to believe that the object of this conversation, as of those to follow, is to prepare the real disarmament of maritime nations, rather than confidentially to stabilize an Anglo-Saxon naval hegemony."

In some quarters Great Britain and the United States are accused of attempting to collaborate in maintaining naval supremacy by battleships and cruisers, while destroying any possible opposition to their program by outlawing submarines.

General satisfaction is expressed with the French representation in London. The success of André Tardieu at The Hague is accepted as a proof of his ability to defend French interests at the naval conference. The inclusion in the French delegation of the chairmen of the naval committees in the Chamber of Deputies and the Senate is applauded. The determination is expressed that France shall be able to carry out its program more successfully than at the Washington conference, which one journalist describes as "a second Trafalgar" for France.

The importance of Article 8 of the Covenant of the League of Nations is frequently emphasized. This article provides that the states shall reduce their armament to the minimum compatible with their security, in view of their geographical situation and special needs.

An article contributed by Raymond Poincaré to La Nacion of Buenos Aires and quoted in the French press warns Latin-American nations that agreements between Great Britain and the United States resulting in proportional reduction being forced upon the other powers would be as harmful to them as to France. M. Poincaré dwells upon the defensive nature of the French navy, especially the submarine.

LUTHERAN CHURCHES JOIN IN WORLD GROUP

Special from Monitor Bureau

NEW YORK—The formation of a world-wide federation of Lutheran churches, with headquarters in New York, was begun at a meeting of the National Lutheran Council just held here. Delegates from 18 branches of the church attended the meeting. The organization, when completed, will bring into one group the entire Lutheran membership of 81,000,000, and will be the first world-wide organization of a Protestant denomination with a world executive, it was announced.

The president of the Lutheran World Convention will be Dr. John A. Morehead, who has just resigned as executive director of the National Lutheran Council in order to begin his new duties. It has long been Dr. Morehead's hope that the Lutheran denomination would be the first to perfect a world-wide organization. His proposal was approved by the World Conference on Faith and Order at Lausanne.

Farm-Grown Blanket Wakens Wide Demand

"Baa, baa, black sheep,
Have you any"—blankets!

This, apparently, is the plea of Massachusetts wool growers, who have so successfully co-operated in turning their raw wool into blankets and selling the blankets direct to users that the demand now threatens to exceed the supply.

Under the leadership of C. D. Richardson of West Brookfield, the plan, started five years ago—whereby the farmer is able to have the wool from his sheep turned into blankets, the blankets returned to him and these, in turn, offered to private consumers—has developed to the point where farmers, having sold all their blankets, are swapping around to meet the demands of customers.

There have been about 12,000 blankets made under the co-operative plan, these finding a ready sale at $9 direct to customer or $8 on those sold wholesale. Deducting the cost of manufacture, the net return to the farmer is estimated at 60 cents a pound for the wool, whereas wool sold through the usual channels has brought but 30 or 40 cents a pound.

HARVARD FUND GIFTS SET RECORD IN 1929

More alumni contributed to the Harvard Fund during the year 1929 than during any of the three preceding years, 5976 contributors giving a total of $177,765 for the year, according to the fourth annual report of the Harvard Fund Council. Since the fund was started in 1926, 9225 different alumni, representing every state in the Nation and most of the principal countries abroad, have given a total of $638,000 for the unrestricted use of the university.

"One of the greatest needs of the university is that of increasing salaries, and the income of the Harvard Fund is a source that can be used for that purpose," says Dr. A. Lawrence Lowell, president of Harvard. "Any gifts to the fund are a help to the university in the great work it is trying to do, and are the more gratifying as evidence of approbation on the part of our alumni."

NEW HAMPSHIRE ASKS SOFT COAL RATES CUT

WASHINGTON (AP)—Charges that rates on bituminous coal to New Hampshire from points in Pennsylvani and West Virginia were unreasonable, were filed Jan. 18, with the Interstate Commerce Commission.

The complaint, signed by Ralph W. Davis, Attorney-General, said the State used large quantities of soft coal from mining districts of Clearfield, Greensburg, Westmoreland, Reynoldsville, Pittsburgh, Connellsville and Fairmont, and asked the commission to compel the railroads transporting this coal to reduce rates.

LEGION IS GRATEFUL

PALMER, Mass. (AP)—Hampden County Council, American Legion, has directed that the thanks of the council be forwarded to Governor Allen for his compliance with the request that a war veteran be named sheriff of Hampden County. The Governor this week named Col. Edmund J. Slate of Holyoke. Reported opposition to the appointment did not develop.

BORDER STATES FIX POLICY ON LAKE DIVERSION

Distinction Made Between Waterway Project and Chicago Plan

Special to The Christian Science Monitor

COLUMBUS, O.—Legal representatives of the Great Lakes states, meeting here to consider exceptions they will file to the report of Charles E. Hughes, special master in the Chicago water diversion case, took the position that any permanent diversion of water in connection with the proposed sewage disposal plants should be only at the sufferance of the lake states.

Gilbert Bettman, Attorney-General of Ohio, said that no exception is being taken to the Hughes decision that Chicago should be given until Dec. 31, 1938, to complete its sewage disposal plants.

"We are, however, excepting to a conclusion of law that Chicago should be entitled to water from the lakes at the rate of 1000 to 1500 cubic feet a second to take care of the effluence of these sewage disposal plants," he said. "Our position is that any diversion should only be at the sufferance of or by agreement of the lake states."

It further was announced that the opinion of those attending the conference is that Chicago is attempting to propagandize the country in favor of a Great Lakes-Mississippi waterway, with the purpose of using the proposed waterway as a means of further diverting water for sewage disposal.

"We wish to distinguish between the two projects in this respect, however," Attorney-General Bettman said, "that we all believe such a waterway desirable and practicable but without diversion of such quantities of water from the Great Lakes as is suggested in the Chicago plan."

Another point of exception to the Hughes report on which the legal representatives were agreed was that if Mr. Hughes meant the intent of his report to be that until Congress grants Chicago the right to use more, the amount of water diverted should be limited to 1500 cubic feet a second, they were opposed to it.

"We take the position that Congress hasn't the power to take water out of one watershed and put it in another," Mr. Bettman said, declaring that diversion of 1000 cubic feet a second of water would lower the lake levels seven-eighths of an inch annually. It was the opinion of the conference that only a negligible amount of water would be needed for operation of a commercial waterway connecting the lakes with the Mississippi by way of the Illinois River.

Exceptions are to be filed by Feb. 3 and arguments will be heard by the United States Supreme Court Feb. 24.

Those attending the conference, besides Attorney-General Bettman, were: Henry N. Benson, Attorney-General of Minnesota; Herbert S. Naujoks, Assistant Attorney-General of Wisconsin; H. L. Ekern, special counsel for Wisconsin and former Attorney-General of that State; R. T. Jackson, Cleveland, special counsel; Newton D. Baker, special counsel for Ohio; Frederick D. Colson, Assistant Attorney-General of New York, and Wilbur M. Brucker, Attorney-General of Michigan.

PADLOCKS CLUB AT KEENE

CONCORD, N. H. (AP)—Federal Judge George F. Morris has ordered issuance of a decree padlocking the Lake Spofford Club at Keene, for one year. In the rescript upon which the padlock decree was issued, it was charged that the club had taken no effective measures to remedy conditions created by the Fleetwood Club, composed of a group of New York and Florida sportsmen, who had contracted for the resort but who were dispossessed by the owners last September.

Canadian Grain Grade Respected in Europe

EDMONTON, Alta.—As the result of a three months' survey to determine the attitude of European countries toward a system of marketing Canadian wheat on its protein content, Dr. Robert Newton of Alberta University has stated he found no call in Europe for a protein specification on wheat. Newton stated that in Europe and Great Britain he found a profound respect for the Canadian wheat grading system.

In summing up the results of his survey, Dr. Newton said that in Scotland there was some call for protein content of wheat but no demand for it. British millers, he found, do not sell flour on a guaranteed analysis basis as is the custom of American millers, but on baking results obtained by skillful blending of flour so that they had no interest in buying wheat on the protein content. German millers and buyers were favorable to having protein content of wheat, but stated under that system they would purchase no low protein wheat at all, as only high protein wheats would be required for their needs.

Norway, like Germany, would not purchase any low protein wheat if it were graded by this method, and Italy was satisfied with the present Canadian wheat grading system.

Alberta Fostering Tar Sands Resources

Special to The Christian Science Monitor

EDMONTON, Alta.—In an endeavor to make the McMurray bituminous sands available for road surfacing in those localities where private contractors would not reach, the federal department of mines is erecting a portable plant for heating and mixing the tar sands. This plant will be erected on a railway flat car so that there will be no difficulty in transporting the plant to those points where road surfacing material is required.

It is estimated that this portable plant, which is in the nature of an experiment by the Government, will have a capacity of some 1400 square yards of surfacing per day. This would mean that 100 tons of tar sands would be required daily from McMurray, or a total of 15 to 25 carloads each week. This action of the department of mines will aid materially in the development of this Alberta industry, as the largest area of tar sands in the world is located in the Fort McMurray district.

SALES TALK PLANNED

Paul G. Hoffman, vice-president in charge of sales and a director of the Studebaker Corporation, will address members of the executive club on "Sales Management in 1930" at a meeting of the club to be held Jan. 23, at 6 p. m., at the Hotel Statler.

I. C. C. INDORSES NEW DELAWARE RAILWAY PLANS

Parent Company to Maintain Control by Exchange and Purchase of Stock

WASHINGTON (AP)—Authorization for the Delaware & Hudson Company to carry through the proposed reorganization and financing of its railroad lines was given Jan. 20 by the Interstate Commerce Commission.

Under the order the newly formed Delaware & Hudson Railroad Corporation would take over operation of certain lines now operated by the Delaware & Hudson Company in New York, Pennsylvania and Vermont, and the Delaware & Hudson Company would acquire control of the new company by purchase of its stock.

The new corporation was authorized to issue 515,740 shares of common capital stock and to assume obligations for the outstanding securities of the Delaware & Hudson Company, including $1,000,000 of first mortgage gold bonds of the Adirondack Railway Company, $182,600 of common capital stock and $2,186,000 of first and improvement mortgage gold bonds of the Wilkesbarre Connecting Railroad, $3,500,000 of capital stock and $10,000,000 of first mortgage 3½ per cent 40-year gold bonds of the Albany & Susquehanna Railroad and $10,000,000 of capital stock and $2,000,000 of first mortgage 6 per cent 20-year gold bonds of the Rensselaer & Saratoga Railroad.

The new corporation would acquire control of the Greenwich & Johnsonville Railway, Schoharie Valley Railway, Cooperstown & Charlotte Valley, Cooperstown & Susquehanna Valley, Ticonderoga Railroad, Wilkesbarre Connecting Railroad, and the Champlain Transportation Company.

These would be acquired by purchase of stock. Under lease and assignment of lease the Delaware & Hudson Corporation would acquire the Albany & Susquehanna, Rensselaer & Saratoga & Schenectady.

The Northern Coal & Iron Company and the Chateaugay & Lake Placid would be acquired by purchase of stock and by lease.

PROMOTION OF THRIFT IS SOCIETY'S PURPOSE

Special from Monitor Bureau

NEW YORK—With a group of economic, business and educational leaders as its sponsors, the American Provident Society has been formed here for the promotion of thrift. The organization meeting was presided over by Dr. Roswell C. McC. Hepburn, professor of economics at Columbia University.

The society will endeavor to encourage thrift on the basis of tables showing "minimum, middling and master reserves," the amount of money, insurance or real property deemed necessary for an individual to have at a given year of his life, so that he can hope to be financially independent in his later years. Membership is offered without cost to anyone able to fulfill the "minimum reserve" requirements.

Naturalists Find New Bird Species

Harvard naturalists, at work identifying and classifying for the Field Museum of Chicago a collection of birds gathered in southeastern Asia last year, have discovered several new species and sub-species.

A collection of more than 5000 specimens were gathered by the Kelley-Roosevelts Expedition of the Field Museum, in unexplored regions of Siam, French Indo-China, and the interior of southern China.

The work in China was carried on by Theodore Roosevelt '08, and his brother, Kermit Roosevelt '12, and by Suydam Cutting '12. The Indo-China Expedition, led by H. J. Coolidge Jr. '27, included Dr. Ralph E. Wheeler '22, M. D. '26 and Dr. Josselyn Van Tyne '25. These six out of the eight members of the expedition were Harvard men.

Fence-Viewing Job Viewed as Ripe Plum

ROCHESTER, N. H. (AP)—One of the riper plums the Mayor of Rochester has in his power to bestow is the position of official fence viewer. There is no salary involved, but the fence viewer has to act in his official capacity only about once every 15 years, and then gets a fee for it.

Marvin T. Blaisdell was reappointed to this post by Mayor Louis H. McDuffee at the start of the chief executive's second term recently. Mr. Blaisdell has held the job almost 30 years and in that time has acted as fence viewer only twice.

An honorable position, says Mr. Blaisdell, and not burdensome.

SCULPTRESS TO MAKE BUST OF EDISON

WINDSOR, Conn. (AP)—Mrs. Evelyn Beatrice Longman Batchelder, sculptress, has been commissioned to execute a bust of Thomas A. Edison in marble which will be presented to the Deutsches Museum, Munich, Ger., to be placed beside one of Werner von Siemens, eminent German natural scientist.

Mrs. Batchelder will go to Fort Myer, Fla., March 3, where Mr. Edison is engaged in experimental work, to begin modeling. The inventor has given his approval to the project.

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LEAGUERS FIND FUTURE SHINES DRY AND CLEAR

Better Shape Than Ever, Says Convention Head, to Push for Success

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

DETROIT — Temperance workers, completing the five-day national convention here of the Anti-Saloon League, left no doubt in the thoughts of either friends or opponents, as to the nature of the issue they face or the decisive methods they expect to follow in the "conservation of human and spiritual values."

Summing up the results of the league's sessions, O. G. Christgau, convention manager, declared, "we are now in better shape than ever in the history of the prohibition movement to carry this crusade to a successful end."

At no time during the convention was there a hint of apprehension, although many phases of alcoholic outlawry were weighed and remedies prescribed. It was particularly pointed out in the closing addresses that liquor has no excuse for existence in the highly complex scheme of present day human endeavor.

"The beverage alcohol problem is no longer one of drunkenness," declared Dr. Ernest H. Cherrington. "The menace to society in this new age of high power, high speed, high tension and interlocking mechanized industry is not the 'old soak,' but is the so-called sober drinker. He is the man who takes a drink or two and then, apparently sober, grasps the steering wheel of an automobile, the controlling aparatus of the train dispatchers office, the switchman's key, the stick of an airplane, or lays his hands on one of the thousands of levers of highly electrified and mechanicized plants and proceeds to fool himself and deceive the public with the idea that he is in complete control of his faculties."

"The vast majority of those who drink inevitably reach the point where they are always in a more or less drunken state," declared Morris Sheppard (D.), Senator from Texas. "There is consolation in the fact, however, that the leaders of the future will not be found among the young men and women who frequent night clubs, roadhouses, speakeasies and liquorized social entertainments.

"They will come from the groups of self-sustaining toil, as Ford, Woolworth, Carnegie and Edison came. Leaders will be produced in far larger numbers by reason of the better earning conditions and better educational facilities that prohibition has made possible for the youth today. Moonshine always will be eclipsed by the sunshine of prohibition."

Florence E. Allen, judge of the Supreme Court of Ohio, emphasized that "the problem of law enforcement calls upon us not only to support the President, but also to put forth individual efforts. If we once concede the right of the individual to decide which law is law to him, the whole structure falls.

"One man selects the traffic ordinances to violate, and runs through a red light; another man decides to violate the prohibition law, and becomes a bootlegger; a third man does not enjoy the statutes against homicide and chooses to shoot his wife, and so we slide down the perilous course of nullification until our most cherished institutions are in peril.

"Our task is not limited, by any means, to the enforcement of prohibition. It embraces all substantive law."

Chicago, Columbus and Philadelphia have put in bids for the next convention and this matter has been referred to the executive committee.

Farm Land Believed on Bargain Counter

SPECIAL FROM MONITOR BUREAU

CHICAGO—Farm land prices have reached rock bottom and agricultural property, especially good corn land, now offers a favorable investment from which fair returns may be expected, in the opinion of Sam H. Thompson, president of the American Farm Bureau Federation.

"Department of Agriculture figures would indicate that taking the country as a whole, the price of farm land has been almost at a standstill for three yers," Mr. Thompson said. "But coming in contact with insurance companies and with officials of the federal land banks, I find that their opinion, based on actual transactions, would indicate there is some improvement in the sales, with quite a number of voluntary transactions taking place.

"I do not wish to make an over-optimistic statement, but rather one of plain confidence that, more than at any time in the past 10 years the future looks hopeful for better returns for the farmers."

Britain May Resume Aid to Emigrants

BY CABLE FROM MONITOR BUREAU

LONDON—Early resumption of "assisted" emigration to Australia is foreshadowed in correspondence between the British and Australian Governments, the text of which was published here Jan. 18. A message from the Prime Minister, James Scullin to Lord Passfield, Dominions Secretary, says the nucleus existing for migration machinery will be kept in being with a view to the introduction of more British people into the country as soon as economic conditions allow.

Mr. Scullin adds that while agreeing to the acceptance of women household workers, as requisitioned by the state governments, Australians are not impressed by the value of the preparatory training given in England.

Therefore it appears likely that the training center established at Market Harborough in 1927 will be closed. Australia also wants English boy farm learners to be "under proper safeguards regarding employment."

Delaware Plans Increased Fish Supply

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

WILMINGTON, Del.—With the idea of having her lakes produce enough fish to meet the needs of her people, Delaware has set aside one lake near the center of the lower counties for the propagation of game fish, to be distributed to the creeks, rivers and other bodies of water.

The streams and stationary waters should produce enough fish to supply the tables of half the State, with the result that the farmers' cost of living will be reduced and a food supply will be had for those who may be out of work at certain seasons of the year.

The reawakening of Delaware officials to the opportunities offered for the propagation of cheap foods also will lead the State into repopulating the farms and waste lands with wild game and thus further reduce the cost of living.

2-YEAR BRIDGE COST TO REACH $115,000,000

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TRENTON, N. J.—A two-year program calling for the expenditure of more than $115,000,000 for the benefit of New York and New Jersey was outlined by John E. Ramsey, chief executive officer of the Port of New York Authority, in a report just read before the Abell Finance and Audit Commission here.

Completion of bridges now under construction, Mr. Ramsey said, would involve the expenditure of $75,000,000, and the additional $40,000,000 is to be spent for new terminal projects. The Hudson River Bridge, he said, will absorb most of the money allotted for bridge building. The principal terminal project contemplated, Mr. Ramsey said, is the first unit of a union freight terminal in Manhattan.

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12 CORNELL LECTURES ON REGIONAL PLANS

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

ITHACA, N. Y.—A series of 12 lectures on regional planning and the development of public properties will be given at Cornell University during the second term, it has just been announced by George Young Jr., dean of the College of Architecture.

The lectures will be sponsored by the colleges of architecture and engineering, and will be provided by funds from the Jacob H. Schiff Foundation. They will be given by Gilmore D. Clarke, landscape architect for the Westchester County Park Commission, and other well-known experts.

MANY BIRDS MAKE HOME IN OTTAWA

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, Ont.—The club members of the Ottawa Field Naturalists' Club divided into several parties have just concluded the ninth annual census of birds who have their habitat in the Ottawa district. This census coincides with similar work being undertaken all over North America; 3031 birds were observed being divided into 24 species.

The snow bunting headed the list with 856, the English sparrow had 836; 617 specimens of the European starling, a newcomer to Canada, were observed. Three robins "are still keeping house" at the experimental farm at Arboretum, Ont., despite the fact that their friends and neighbors have all wintered in the South. A Canada jay, usually a stranger in this vicinity was observed, while others which came under observation were gold finch, great horned owl, red poll, chickadee, pine grosbeak, blue jay, hairy woodpecker, downy woodpecker, crossbill, white-breasted nuthatch, crown, pine siskin, and northern shrike.

9-Hour Week Urged for Full Professor

HARTFORD, Conn. (AP)—If salaries paid them by colleges are inadequate, three courses should be considered sufficient classroom work for full professors who must have time for outside activities to increase their income, in the opinion of Remsen B. Ogilby, president of Trinity College, expressed in the annual reports of that institution.

"For some time," President Ogilby said, "Trinity, in common with other colleges, has considered the normal teaching load to be four courses a year, each course meeting three times a week, an average of twelve teaching hours. In the last few years it has been shown that two-thirds of the professors in our American colleges supplement their salaries by other earnings. By far the greater part of these state they do this extra work from necessity and not from choice. This would seem to indicate that if the colleges are not paying their teachers enough to enable them to live on their salaries, the colleges have no claim on their entire time, and that three courses should be considered sufficient for professors who must have other activities to increase their income."

Air Line Rates Cut Near to Railways

NEW YORK (AP)—A reduction, placing passenger rates on its entire system of air lines on a level comparative with railroad and Pullman fares, was announced Jan. 20 by James F. Hamilton, operating vice-president of the Aviation Corporation. The new rates will go into effect Jan. 22.

The lines affected are those of the Universal Aviation Corporation, the Colonial Air Transport, the Embry-Riddle Aviation Corporation and Southern Air Transport.

New rates include:

New York to Los Angeles	$156.05
Cleveland to Chicago	17.60
Chicago to St. Louis	14.74
Chicago to Kansas City	23.60
Kansas City to Garden City	18.59
Kansas City to Wichita	9.57
Kansas City to Tulsa	12.50
Tulsa to Dallas	18.50
Dallas to El Paso	31.90
Dallas to Houston	13.70
Dallas to San Antonio	14.03
San Antonio to Brownsville	14.41
Chicago to Cincinnati	14.85
New York to Boston	17.43

Registered at the Christian Science Publishing House

Among the visitors from various parts of the world who registered at the Christian Science Publishing House Saturday were the following:

Mrs. Stuart R. Mann, Dover, N. J.

COUNTRY'S TAX BILL FOR 1928 IS $9,289,000,000

Increase Over 1927 Said Due to Greater State and Local Returns

SPECIAL FROM MONITOR BUREAU

WASHINGTON—The Nation's total tax bill for the fiscal year 1928, according to figures compiled by the National Industrial Conference Board, was $9,289,000,000. This included all divisions of government, federal, state, and local. For the preceding year, the amount was $9,059,000,000.

The increase in total receipts over the preceding year is accredited by the report as due entirely to rising state and local taxes, federal tax collections for 1928 having been lower than for either 1927 or 1926, it is declared. State governments for the fiscal year 1928 collected a total of $1,465,000,000, as against $1,355,000,000 the year before, while local governments collected $4,630,000,000 as against $4,367,000,000 in the preceding year.

Total tax collections by all governmental agencies have increased steadily since 1924, the report shows, when the aggregate receipts amounted to $7,234,000,000, in spite of the substantial tax reduction program effected by the Federal Government since that time.

Taxation figures alone, however, the conference board points out, do not present a complete account of the financial burden assumed through public expenditures. While, in the long run, expenditures and taxes go hand in hand, loans resorted to in an increasing degree by municipalities and states during recent years, often create a disparity between expenditures and tax receipts which eventually has to be made up by the taxpayers.

Thus a total of $12,179,000,000 was expended by the federal, state and local governments in the United States during the fiscal year ended in 1927, against total tax receipts in that year of only $9,059,000,000, resulting in an excess of expenditures over tax receipts of more than $3,100,000,000. This sum represented borrowings by state, municipal and other local governmental authorities, the Federal Government during this time having accrued no new indebtedness and, of course, nontax revenues, such as fees, fines, penalties, special assessments, interest on public funds and receipts on account of external loans.

The marked difference in policies between the Federal and state governments and that of the local governments is strikingly shown by the figures contained in the conference board's report. In the fiscal year 1927, the latest for which combined data for all governments' agencies are available, the local governments incurred 53 per cent of all public expenditure in the United States, but collected only 48.2 per cent of all taxes; the state governments' share of public expenditure was 13.6 per cent while the taxes collected by them constituted 15 per cent of all taxes; the Federal Government incurred 33.4 per cent of the total public expenditures and collected 36.8 per cent of all taxes.

State and local taxes combined for the fiscal year 1927 increased in all but three states — North Dakota, South Dakota and Montana—and the decreases in these states were slight.

German President Thanks Schurman

BERLIN (AP)—Jacob Gould Schurman, retiring American Ambassador to Germany, was received, Jan. 18, by President von Hindenburg and presented his letter of recall. This was followed by a luncheon in the executive palace.

The President had requested the Ambassador to see him privately before "the formal luncheon," so that he might take leave of him in an intimate, personal meeting.

At the luncheon the President paid warm tribute to Dr. Schurman, thanking him for his services as Ambassador. He referred to Dr. Schurman's long acquaintance with Germany, which had enabled him to interpret Germany's present position correctly. "Thus you helped materially to re-establish the good old relations between Germany and the United States," the President said.

Extolling Dr. Schurman's aid to German natural science and cultural endeavors, President von Hindenburg remarked: "The new university building on the shores of the Neckar will lastingly couple your name with this center of German intellectual labor."

Dr. Schurman, replying in German, said that to have contributed in any degree to the restoration and promotion of the "good old friendly relations" between the two countries had been a privilege and an honor which he would always regard as the highest in his life. Emphasizing America's debt to German natural science and culture, Dr. Schurman referred to the new American hall as "a symbol of our indebtedness to venerable Heidelberg University."

FUND TO HONOR L'ENFANT ASKED FROM CONGRESS

Frenchman Who Designed Plan of Washington to Have Memorial

SPECIAL FROM MONITOR BUREAU

NEW YORK—As the first step in a campaign to perpetuate the memory of Maj. Pierre Charles L'Enfant, Revolutionary hero and designer of the plan for the federal capital, representatives of the foremost American patriotic societies have just met at Fraunces Tavern here and discussed methods of procedure.

At the same time it was decided to ask Congress for an appropriati n for the memorial. An organization, known as the Pierre Charles L'Enfant Memorial Association, has been formed in Washington to direct this movement.

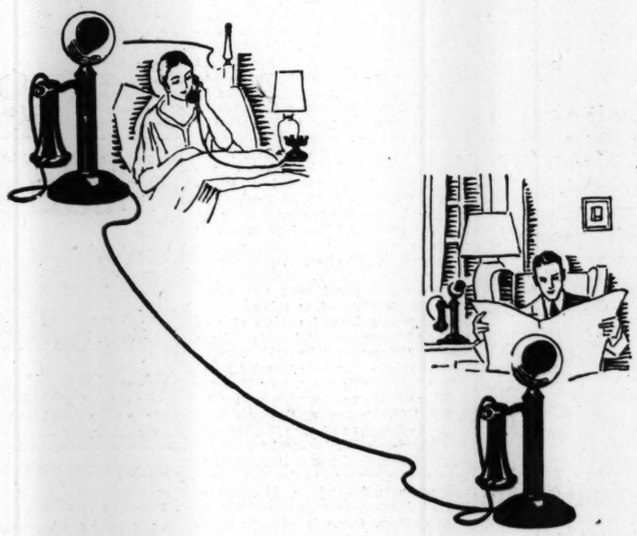
At the meeting a small bronze statue of L'Enfant was presented by Dr. William G. Thomas on behalf of the Society of the Cincinnati to Maj. John V. Bouvier Jr., president of the New York State Sons of the Revolution. The statue will remain in the Washington Room of Fraunces Tavern. It represents L'Enfant offering his services as major of engineers of the Revolutionary Army to General Washington.

Paul Claudel, French Ambassador to the United States, made the principal address at a breakfast following the meeting. He spoke of L'Enfant and his work in terms of Franco-American friendship, stating that "there was a time—from 1870 to 1876—when Versailles was the exact counterpart of Washington."

He said that he never felt less a stranger in America than when he came across some peculiarly French influence in the layout of the streets or in the design of the public buildings in Washington, and asked to be allowed to pledge his support to the L'Enfant memorial.

John C. Wilkinson, executive secretary of L'Enfant Memorial Association, then announced that models of 12 proposed statues and shrines were being prepared by three American architectural societies.

A committee will choose the three most appropriate designs from these models, and this choice will be submitted to Congress with the petition for an appropriation. It is expected that the memorial will finally be placed on the Mall in Washington, between the Capitol and the Washington Monument.



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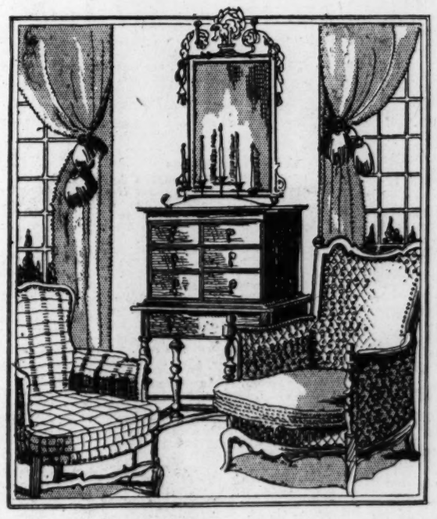

—because we are closing out some lines—reducing others—we have made scathing reductions on many of the superb one-of-a-kind sofas, armchairs, table desks, secretary desks, tables, antique tapestries, and other distinguished pieces in the Salon. Savings here will inspire lifetime cause for satisfaction.

PIECES SKETCHED ARE TYPICAL

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French bergere in yellow figured quilted petticoat, right, now $135.

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SPORTS FOR ALL IS GOAL OF CITY IN ZONING PLAN

Springfield to Lay Out Open Spaces to Serve Quarter-Mile Radius

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

SPRINGFIELD, Mass.—The City Planning Board of Springfield has started a systematic campaign to establish neighborhood recreational areas throughout this city. The plan calls for a plot of 7000 to 10,000 square feet to serve a quarter-mile radius. In each instance where such an area is lacking the ideal location is sought, preferably on a vacant lot, and effort will be made to get as near this location as possible. It is planned to buy old houses and remove them when necessary.

A study of the western half of the city, which has already been mapped for this purpose, and which includes the most thickly settled sections, shows that 25 or 30 such areas are needed. The eastern half, now being mapped, is relatively open country, but a far-sighted view dictates that early provision be made for recreation needs that are certain to arise, and it is believed that nearly as many open spaces will be required as in the western half.

The school and park departments are co-operating with the city planning board in this undertaking and the plan soon will be submitted to the city council, with request for a sufficient appropriation to enable numerous areas to be opened the coming summer. Having obtained a lot that is clear and of the proper grade and form, it will be enclosed with a suitable wire fence and a border planting will be made of shrubs, for the mutual benefit of the users of the recreation area and persons in the surrounding territory. In a number of instances no vacant lots are available.

In the outlying district, it is anticipated that this need can be met in some localities by the co-operation of land developers. Three recreational areas in the city were provided in this manner.

King to Radiocast Speech at 5:40 A. M.

NEW YORK (AP)—The time of the NBC reradiocast of the opening ceremonies at the five-power naval conference direct from London Jan. 21 has been advanced 20 minutes. The pickup is to start at 5:40 a. m., eastern time, instead of 6 o'clock.

Previous to the address of King George of England, opening the parley, William Hard, NBC representative, who will make daily reports on the progress of the conference, will introduce an English commentator. He is to talk until the King's address is ready to start.

The CBS chain also announced a change in the time of its radiocast to 5:40 a. m. An English speaker will introduce the King to its audience.

In addition to the radiocast chains, shortwave stations W2XAF and W2XAE, associated with WGY, Schenectady, will send out the English program.

Motion Pictures

"Behind the Makeup"

SPECIAL FROM MONITOR BUREAU

NEW YORK—At the Paramount Theaters in Manhattan and Brooklyn is being shown a new and creditable talking film, directed for Paramount Pictures by Robert Milton, made from a story by Midred Cram with djalogue that seems natural, and is always effectively dramatic, by George Manker Watters and Howard Estabrook. Fay Wray is altogether winning as a Louisiana girl who, though fond of a small time vaudeville performer, Hap Brown, is swept off her feet by the fine manners and romantic wooing of his partner, Gardoni, and marries him. Gardoni is something of an impersonator of feminine types, and has ambitions to build up a serious artistic act. His partner, Hap, played by Hal Skelly with a fine tang of the genuine stage trouper, argues that a good slice of hokum in the form of clowning is what puts the act over. Because of something of a twist in his makeup, Gardoni neglects his wife in favor of a woman who is merely a decoy for a gambling house. She drops him when her ends are served, and he tragically takes himself out of the picture. Hap does everything possible to protect the girl's fond memory of Gardoni, but in the end she sees the whole thing in its right light. Hal Skelly plays in a straight and sympathetic manner that keeps Hap a credible character all through, and William Powell likewise makes believable the extravagance and warped sincerity of Gardoni. Mr. Milton has directed without a false touch a story that is told in a form that is close to the old style silent picture, with its grateful swiftness of pace and frequent change of scene.

E. C. S.

State 'Gas' Tax Earns $9,768,647 First Year

The total gasoline tax collected in Massachusetts from Jan. 1 to Dec. 31, 1929, the first year in which the law has ben in effect, was $9,768,647.46, according to figures compiled by Henry F. Long, Commissioner of Corporations and Taxation.

The total amount of "gas" reported sold or used was 501,027,504 gallons, but of this amount 6,932,580 was gasoline, so used that no tax could be levied upon it. Had all the gasoline been taxed, the State would have received $9,881,898.

An interesting feature is that the $9,768,647 was a clear profit to the Commonwealth, as in contrast with other forms of taxation, collection of the levy did not cost the State a nickel, the work of handling the matter being absorbed in the office of the tax commissioner himself.

BELMONT LOWERS LIGHT RATES

Reduction in rates from 5½ cents net per kilowatt hour to 5 cents will be put into effect by Belmont's municipal lighting plant, according to a notification filed with the State Department of Public Utilities. A further reduction to 4½ cents per hour, effective July 31, is also announced. The reductions will apply only to electricity used for illumination purposes, the notice stated.

HEFFLER GETS MASONIC JEWEL

Alden B. Heffler, recently elected Most Illustrious Grand Master of the Grand Council, Royal and Select Masters of Massachusetts, was tendered a reception by Hyde Park Council, of which he is a past master, at the Hyde Park Masonic Temple, on Jan. 17. He was presented a Past Most Illustrious Grand Master's Jewel by Arthur D. Prince, a Past Most Illustrious Grand Master.

LEE ANNIVERSARY HONORED

STRATFORD, Va. (AP)—Members of the Robert E. Lee Memorial Foundation on Jan. 19 observed the 123d birthday anniversary of General Lee. Mrs. Charles D. Lanier, president of the foundation, delivered the invocation. Poems were read by Miss Ethel Arms of Greenwich, Conn., national secretary.

COLLEGE TRAINS BY CONFERENCE PLAN, SAYS HOLT

Students Obliged to Do Full Day's Work, President of Rollins Declares

A "conference system" of college training which supplants the conventional lecture and recitation method has been placed in effect in Rollins College at Winter Park, Fla. The operation of this system was described before the University Club, in Boston, by Dr. Hamilton Holt, president of the college.

The major difficulty with the modern college is the lack of contact between professor and student, Dr. Holt declared.

"The recitation system presupposes faithful study on the part of the student," he said. "If he studies faithfully, and gets his lesson, he is told: 'Very good, sit down,' and wastes the rest of his time in class. If he doesn't get it, he deserves all the punishment he gets, provided he gets caught—a chance minimized by the present size of college classes.

"The lecture system is worse. It assumes that what one has had perhaps taken a lifetime to acquire . . . can be relayed or spoon-fed to another who has not gone through a like process. The truth is, that lectures can teach nothing, although they may prove inspiring to the student who already has some familiarity with the subject.

"At Rollins under the two-hour conference plan both morning and afternoon are divided into two-hour periods, with a half-hour intermission for chapel between the morning periods. The forenoon periods are devoted to those subjects in which the student primarily works with his mind. The first afternoon period is concerned with labratory or field work, the last for recration.

"The conference plan gives the student opportunity for self-expression by making him do an active day's work each day, and it puts him under discipline by having him do his work in the presence of the professor. The instructor has no difficulty in detecting the bluffer and the shirk.

"The student is relieved of the whip continually held over his head under the old system—the never-ending outside preparation for recitations. Like workers in shop or office, he is through when he has completed his daily task, unless he is ambitious enough to continue his work after class periods. He can go ahead as fast as his ability will allow. His relation is primarily to his professors, not to his classmates.

"Finally, the conference permits the student and professor to meet as man to man under such conditions of informality and co-operation as prevail outside the college. The professor is no longer the quizzer and lecturer, but rather guide, philosopher and friend."

WASHINGTON-LINCOLN EXERCISES PLANNED

A joint Washington and Lincoln celebration will be held in Symphony Hall, Feb. 16, under the auspices of the Boston School Department. Exercises will include an address by Jeremiah E. Burke, superintendent of schools.

Paul Curley, son of Mayor James M. Curley, now a student at Boston Latin School, will report the speech made by his father in Washington on the occasion of a tree planting in the vicinity of the Lincoln Memorial. Selections by a chorus of 500 children, an essay on Washington and the delivery of Lincoln's Gettysburg address given by a star high school pupil, will complete the program.

Cut at Navy Yard Stirs Labor Union

A survey of unemployment will be made by the Boston Central Labor Union and President Hoover notified of the result, according to a vote of that body, following protests against employment cuts at the navy yard, Charlestown, and the awarding of new work at yards in other sections of the United States.

Nathan Sidd, president of the union, announced that a committee would be appointed at once to make the survey in order that conditions of unemployment might be shown to leaders who are "talking about a prosperous United States."

Among the other matters which came before the meeting was the question of having contracts for granite curbs placed with union concerns, a unanimous vote for repeal of the "Baby Volstead" Act, a bill providing that one member of the Metropolitan District Commission be a member of organized labor, and a request that a "regular" member of organized labor be placed on the Civil Service Commission.

In line with the Central Labor Union's resolution of protest against government work at this time, employees of the Charlestown Navy Yard have arranged a mass meeting for Faneuil Hall next Friday to discuss recent lay-offs there. Frank X. Cotter, State Adjutant of the Veterans of Foreign Wars, has agreed to make the main address. The meeting will be sponsored by the metal trades workers at the Navy Yard, and is expected to take the nature of a protest against greater employment cuts at Charlestown than at other navy yards.

BROWN DEBATERS WIN

PROVIDENCE, R. I. (AP)—Brown University, winner of the Eastern Intercollegiate Debating League championship last year, defeated Princeton Jan. 19 in the opening debate of the year, on the question, "Resolved, that the present American political alignment has outlived its period of usefulness." Brown upheld the affirmative. The vote of the judges was unanimous.

WILL TOUR SOUTHERN EUROPE

Malcolm E. Nichols, former Mayor of Boston, and Mrs. Nichols were among the passengers leaving Boston Jan. 19 aboard the White Star Line steamer Adriatic on a cruise to the Mediterranean. Mr. and Mrs. Nichols plan to be away two months and a half touring Southern Europe. Another passenger will be Walter P. Hall, justice of the Superior Court.

WINS PRELIMINARY INJUNCTION

PROVIDENCE, R. I. (AP)—A preliminary injunction enjoining the "Standard Oil Company of Rhode Island, Inc." from doing business in this state under its present name, has been granted in superior court here, upon motion of counsel for the Standard Oil Company of New York, who charged the new Rhode Island concern with appropriating the name.

INDUSTRY SAID TO KEEP PACE WITH RAILROADS

Improved Rail Service Is Claimed Important to Manufacturing

PORTLAND, Me. (AP)—Improved industrial conditions in New England have kept pace with improved railroad conditions, Col. Arthur N. Payne, manager of the industrial and agricultural bureau of the Boston & Maine Railroad, said in an address here today before the Civitan Club.

Stating that railroads of the country have provided a 1930 budget of $1,050,000,000 for improvements, Colonel Payne declared that this improved rail service was of the utmost importance to business.

"Transportation is a part of industry," he continued. "This is especially true here in New England. Here in the northeast corner of the United States, with so much of our raw material coming in from other sections and a great part of our finished product finding markets in other sections of the country, the very best possible rail service is an absolute necessity.

"Four years ago there was prevalent throughout this section a pronounced pessimism. There was constant talk about decadence, and we were constantly being reminded of the cotton textile manufacturing interests moving south, and the probable loss of our shoe manufacturing plants to the middle West.

"Since that time there has been a great change brought about in what we might term the 'New England consciousness.' We admit quite frankly there has been a realignment in the cotton textile industry. The cheaper grades of cotton cloth are being manufactured in the South to a large extent, but in the finer grades New England has lost nothing. On the contrary, several well managed concerns have shown increases.

"So far from losing the shoe business, New England is on a higher level than it has been within the last six years, and in this connection do not forget that both cotton goods and shoes combined represent a total of less than 15 per cent of New England manufactures."

He stated that with the completion of the 1930 budget the Boston & Maine Railroad will have spent $100,000,000 in the last seven years in reconstruction, improvement and betterments which include new rolling stock, heavier motive power, heavier rails, rebuilding of bridges and installation of electric signal systems to speed up both freight and passenger service in all branches.

Music

Roland Hayes, tenor, brought to Symphony Hall for his second concert of the season an audience of such size as few may nowadays gather. With a stage full of additional seats, with lines of standees on both sides of the floor, with all his listeners returning him enthusiastic applause, this tenor sang, as is his custom, simply, steadily, sincerely. There is no deviation from his artless and pleasing manner on the platform. His purpose is plain. He is before the hundreds of listeners to sing. Therefore, he devotes himself whole-heartedly to his songs. The pleasure this attitude of Mr. Hayes induces in the listener is great.

Except when the singer wishes to provide his audiences with translations, it seems a pity to include the texts of the songs in the programs. For many are likely to follow the printed line and thereby miss the full beauty of Mr. Hayes's enunciation. An encore, such as Henschel's "Little Lambs," sung yesterday at the conclusion of the first group of songs, can make this quality startlingly clear. Effortlessly, every word comes out plainly, meaningfully. Henschel's song followed two arias, Bononcini's "Cara, si, tu mi consumi," and Handel's Rendil sereno al ciglio," and three beautiful choices from Henry Coleman's "An Old English Song Cycle"—Handel's "Pack Clouds Away," Arne's "Love me or love me not," and Howard's "Love in Thy Youth." Five songs of Brahms, done with the insight and care Mr. Hayes's recitals have made familiar, were gems of technical achievement and of rare sensitiveness. As for the Negro spirituals with which Mr. Hayes closed his program, in accordance with custom, there is nothing to be added to the praises which have deservedly fallen to this singer's lot. Suffice it to say that they remain on a level with all his previous performances of them.

Andres Segovia

Andres Segovia and his guitar were heard again in Boston when on Saturday afternoon the Spanish musician played at Jordan Hall. A season ago he was heralded, much talked about. This season brings him more quietly to those who heard him earlier and to those few who missed him then and who now profit by his second visit. It was not a tremendous audience which gathered but its numbers were far greater than the ordinary recitalist assembles in this day of the radio. However, Señor Segovia is no ordinary recitalist. From the limited span of his instrument with its presumably narrow range of timbres he draws an almost incredible array of musical matter. Melodies, plucked out with a deep, dusky resonance; spirited scales and arpeggios to decorate the suaveness of these melodies; whisking bits of counterpoint, as in a Louré by Bach, which awaken in a listener who has played the same piece in the version for piano utter astonishment at the capacities of the Segovian guitar; rhythms whose sharp impact and dry clarity are rarely equaled—these are the technical characteristics unfolded.

But Segovia's technique, remarkable though it be, would not alone entitle him to the consideration he receives. It is his musicianship, keen, intuitive, swiftly apparent to even a casual auditor, which sets him apart. His programs are assembled with impeccable taste. Spanish music predominates. An Andante by Sor, a graceful Serenata by Malats, a pungently contrasted Sonatina by Torroba, Albeniz's capering "Asturias" and a new Sonata romantica by Ponce were on the Saturday list. Ponce's Sonata received its first performance here. It is a composition noteworthy for its facile charm, its melodious sections, its thoroughly romantic atmosphere. Written for Mr. Segovia, it pays homage to Schubert, who loved the guitar. Judging from a single hearing, it seems to own enough inspiration and skill to merit serious consideration.

Schelling Concert

A delightfully assorted company came together on Saturday morning for the second of the current series of children's concerts which Ernest Schelling, assisted by members of the Boston Symphony Orchestra, is conducting in Jordan Hall. Children of widely varying ages, from a little boy of 4 to quite dignified young ladies and gentlemen of 12 or 13, came with their grown-up companions. They listened with varying degrees of interest, and if one may judge by young Alexander, who sat by the side of this reviewer, that interest depended not on the age of the child but on the music presented. Who would have guessed that the Fugue from Beethoven's String Quartet, Op. 59, and the Overture from Mozart's "Figaro" could capture the honors of the mroning? Yet this happened. Can there be a more convincing argument in favor of the best in music for children than this response?

We must not overlook Mr. Schelling's pictures. Such lovely pictures, with bright colors and gay patterns, and rows and rows of fiddles of every size and variety to illustrate the speaker's thesis of the morning, the string choir.

Sophisticated ears rejoiced at the assisting artists of the morning. For here was Henri Casadésus's delightful Old Instrument Society, come to deploy the charms of the string choir of another and an earlier day. Here were the diminutive quinton, the luscious viola d'amore, the more buxom viola da gamba, the resounding viola di basso, and the tinkling graces of the clavecin, forerunner of the piano. The players chose Mouret's "La Jardin des Amours," music of gracile charm and flavorsome quaintness. But this set of pieces, which seemed so delightful to a mere grownup, did not pass muster nearly so readily with the discriminating youthful ones. To speak out plainly, they wriggled, and applauded at the end, with the gusto of released children. Their applause brought an encore, a particularly well chosen bit, with brisk rhythms and dancing gayety and tunefulness! Here were the essentials, and the youngsters responded accordingly. C. S. B.

FORESTRY WORK IN STATE MADE COMPETITIVE

Farm College and Clubs Aid Association in Junior Project

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

AMHERST, Mass.—The first attempt to put competitive work in forestry among the junior extension clubs on a state-wide basis is now well organized with 25 clubs entered. This announcement comes from the office of the state forester, Robert B. Parmenter, who in co-operation with the state club leaders at the Massachusetts Agricultural College has entered the project with the American Forestry Association, which is offering two medals, a club medal and an individual medal. The awards will be given to the winners of forestry contests in every state.

This newest of junior extension projects is designed to encourage children throughout the country to more fully understand what growing trees mean to public welfare and good citizenship. Pupils in public schools, Boy and Girl Scouts and 4-H Club members are eligible for membership. Contests may include essay, oratorical, tree planting and care, and other forms of competition to be decided upon by the leaders in charge. The medals carry a reproduction of the largest of living plants, the General Sherman tree, with a background of companion sequoias executed in bas-relief. Both medals are in bronze.

The work is divided into yearly projects, the first division being for boys and girls of club age who wish to learn more about trees that grow in their home towns. They will be required to identify and name all the different species having a commercial value, as well as collect and mount 15 specimens. Attendance at club meetings and notebook work is also required. The second year plan requires the mounting of 10 additional specimens and the planting of 500 trees. The more advanced work includes pruning, the study of taxation and methods of saving waste, and grinding, pacing and the study of local conditions. The programs, which are fully outlined for the four years project, include opportunity for growing Christmas and ornamental trees and considerable optional work.

Mr. Parmenter and Harley A. Leland, assistant state club leader, have already enlisted clubs from all but two or three of the counties in the State. In each case the clubs will work in co-operation with the town forest committee if such a committee exists. The number of clubs, the number of members in each club, the number who complete the required work and the quality and amount of work done, will be considered, as well as the practicability and originality of the work. The individual who receives the medal will be the forestry champion and eligible to attendance at the junior extension camps held during the summer.

TWO APPOINTMENTS ANNOUNCED AT BROWN

PROVIDENCE, R. I. (AP) — Dr. Robert Bruce Lindsay of Yale and Dr. Ralph M. Blake of the University of Washington will join the faculty of Brown University next September, it is announced by Dr. A. D. Mead, vice-president.

Dr. Lindsay, graduate of Brown in 1920, will come as associate professor of theoretical physics, and Dr. Blake, a graduate of Williams, will have the rank of full professor of philosophy. Dr. Blake succeeds Prof. Harold R. Chidsey, who will become head of the department of philosophy at Lafayette.

Strandway Mall Included in Plans

Mayor Curley has received from William P. Long, chairman of the Board of Park Commissioners, a plan for an ornamental approach to the Memorial Tower, in Thomas Park, Dorchester Heights, South Boston, popularly known as the Evacuation Monument. The improvements would cost $100,000. Mr. Long proposes that it be made in conjunction with the completion of the Strandway development this year.

It is proposed to build a mall parallel to Covington Street, 100 feet wide at the lower end and 70 feet at the reservation on which the towers stand. The proposed mall would run from the new boat landing at the end of the bathing beach, about 800 feet from the bathhouse. No provision will be made for a traffic route because of the abrupt grade.

If approved the mall would extend from the Strandway to Eighth Street, with steps to the base of the tower. Mr. Long, in mentioning the work of the Strandway to begin about March 1, said that at a point near Columbus Circle an athletic field with bleachers seating 10,000 will be built. Between this proposed improvement and the old athletic field there will be a grove of trees and possibly a grandstand.

OPERA TO BE ON AIR

Opera lovers of Boston will be given an opportunity to listen to four of the presentations by the Chicago Civic Opera Company during their stay in Boston over the radio, it is announced by the Shepard Stores of Boston. Station WNAC in Boston and WEAN in Providence will radiocast "Faust" for the first of the series on the afternoon of Feb. 5; "Rigoletto" on Feb. 8; "Tannhauser" on Wednesday afternoon, Feb. 12, and "Il Trovatore" Feb. 15.

BLANEY GETS A PURSE OF GOLD

Osgood C. Blaney of West Roxbury, former State Representative and now chief assistant appraiser for the port of Boston, has retired from the latter service with which he has been connected since 1898. He was presented with a purse of gold from the 76 men in the appraisers' department of the Customs Service by Cyrus L. Doe, examiner, and Daniel L. Coburn, chemist of the department.

EVENTS TONIGHT

Twenty-eighth annual Boston Auto Show, Mechanics Building, until 10.

Copley-Plaza: supper and meeting, Evening Legislative Committees, Massachusetts Section, Woman's Department, National Civic Federation, speaking and entertainment, Ballroom and Foyer, 5:30; dinner, City of Boston Hotel Association, Swiss Room, 6:30.

Lecture in series by Prof. George La Piana, on "Christianity at the Beginning of the Fifth Century, and St. Augustine, Bishop of Hippo," auspices Lowell Institute, Rogers Building, 491 Boylston Street, 8.

Meeting, Boston School Committee, Administration Building, 15 Beacon Street, 6:30.

Lecture in series to introduce the Tercentenary celebration of the founding of the Massachusetts Bay Colony, by Harrison Merrill Davis, on "Local Government under the First Charter," auspices Essex Institute, Academy Hall, 161 Essex Street, Salem, 8.

Field and Forest Club; round table, illustrated lecture by Percy A. Brigham, on "From the Sunny South to the Snowy Peaks of New England," Twentieth Century Club, 3 Joy Street, 7:45.

Boston Y. M. C. A.: Chess tournament, Room 100, 8:30; meeting, Universal Club, Young Men's Clubroom, 8; meeting, Echo Club, Young Men's Clubroom, 9:30.

West Roxbury Citizens' Association; meeting, Harbinger Club, 7:45; meeting, Legion Auxiliary, Legion Hall, 8.

Midwinter supper dance, Aritos Club, benefit club's scholarship, Imperial Ballroom, Hotel Statler, 8.

Annual meeting, Boston Congregational Club, talk on "The London Naval Conference," by Dr. George Grafton Wilson, professor of international law, Harvard University, Ford Hall, Ashmusic

Jordan Hall—Concert, men's choir of the Apollo Club, 8:15.

Theaters

Copley—"The Middle Watch," 8:15.
Majestic—"The Fortune Teller," 8:15.
Hollis Street—"Pygmalion," 8:15.

EVENTS TOMORROW

Boston Tea Party Chapter, D. A. R., International Relations Day meeting, talk by Prof. Frank H. Damon of Damon Hall School, on "World Affairs," Hotel Vendome, 2:30.

Copley-Plaza: concert by Chromatic Club, Foyer, 10:30; luncheon, Traffic Club of New England, Ballroom and Foyer, 12:30; luncheon, Chrysler Motor Company, Sheraton Room, 12:30; luncheon, Studebaker Corporation, Foyer, 12:30; luncheon, Auburn Motor Company, Swiss Room, 12:30; meeting and luncheon, New England Daily Newspaper Association, State Suite, 10 and 1; luncheon, Marmon Company, Ladies' Cafe, 12:30.

Meeting, Boston Browning Society, talk on "Robert Browning and Romain Rolland," by the Rev. Robert M. Bartlett, Hotel Vendome, 3.

Twenty-eighth annual Boston Auto Show, Mechanics Building, 10 a. m. to 10 p. m., through Saturday.

Legislative luncheon in series, Massachusetts Civic League, Inc., talk on "Old Age Security," by Maurice Taylor, director General District Service, Federated Jewish Charities, Twentieth Century Club, 3 Joy Street, 12:30.

Luncheon, Advertising Club of Boston, talk by Nelson R. Perry, advertising manager of Liberty, Hotel Statler, 12:30.

Women's Republican Club of Massachusetts; lecture on "Sir James Barrie," by Miss Heloise Hersey, Lecture Hall, 1:30.

Harvard University; meeting Faculty of Arts and Sciences, University 5, 4.

Meeting, Bostonian Society, reading of paper on "Coach Making in Boston 50 Years Ago," by Frank W. Tucker, Council Chamber, Old State House, 3.

Meeting, Kiwanis Club of Boston, talk by P. S. Beyer, vice-president and chief engineer, Liberty Mutual Insurance Company, Boston City Club, 12:15.

Current Exhibitions

Museum of Fine Arts, Huntington Avenue—Admission free. Open daily from 10 to 4 except Monday, when the Museum is closed. Sundays, 1 to 5. Free guidance in the galleries Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays at 11 o'clock. Special Exhibitions: Prints and drawings by Auguste Lepere; etchings by Rembrandt; etchings by Daniel Chodowiecki; etchings by Charles Keene; contemporary American etchings.

Isabella Stewart Gardner Museum, Fenway Court—Open on Tuesdays, Thursdays and Saturdays from 10 to 4, with admission fee of 25 cents. Sundays from 1 to 4 with admission free.

Fogg Art Museum, corner Quincy Street and Broadway, Cambridge—Open week days, 9 to 5; Sundays, 1 to 5; admission free. Exhibitions: Maya art, lent by the Peabody Museum; exhibition of woodcuts and engravings by Albrecht Durer; exhibition of early Chinese pottery and rubbings of Chinese stone of the Han Dynasty, from the Charles Bain Hoyt collection. Loan exhibition of Persian paintings, through Feb. 13.

Goodspeed's Print Shop, 7 Ashburton Place—Etchings by Heintzelman.

Robert C. Vose Galleries, 559 Boylston Street—"Old Masters" exhibition. Through Jan. 31.

Casson Galleries, 575 Boylston Street—Etchings by H. Gordon Warlow.

Society of Arts and Crafts, 9 Park Street—Interior decorations, including occasional pieces of furniture, wall hangings, prints, screens, pottery, etc.; through Jan. 30. Also woodcuts in color by W. J. Phillips; through Jan. 21.

Boston City Club, Ashburton Place, Beacon Hill—Stained glass and window cartoons by five Boston craftsmen.

Grace Horne's Gallery, 446 Stuart Street—Water colors of Palestine, by Aron Gelman. Through Feb. 1.

The Print Shop, 261 Newbury Street—Old sporting and ship prints in colors.

Schervee Studios, 665 Boylston Street—Prints by C. R. W. Nevinson. Through Jan. 31.

Myles Standish Galleries, Myles Standish Hotel, Kenmore Square—Paintings of the sea by Galen J. Perrett. Through Jan. 25.

Copley Galleries, 192 Newbury Street—Memorial exhibition of water colors by Martha Silsbee. Through Jan. 25.

J. F. Olsson Gallery, 48 Brattle Street, Cambridge—Oil paintings by William B. Hazelton. Through Jan. 31.

Mrs. Pancoast's Gallery, 154 Newbury Street—Paintings by Edmund Archer of Richmond, Va. Through Feb. 1.

Guild of Boston Artists, 162 Newbury Street—Paintings by William J. Kaula. Through Feb. 1.

Vital Studio, 204-209 Pierce Building, Copley Square—Paintings, water colors and pastels.

Doll & Richards, 126 Newbury Street—Water colors by C. Scott White; through Jan. 24. Also etchings and Drypoints by Mary Ogden Abbott; through Jan. 25.

Worcester Art Museum, Worcester, Mass.—American commercial art. Through Jan. 26.

Radio Tonight

EASTERN STANDARD TIME

WEEI, Boston (590kc-508m)

5:00 p. m.—Mme. Berthe Dupee, French diction.
5:20 WEEI String Ensemble.
5:50 New England Coke. Orchestra; news.
6:30 NBC, American Home Banquet; dramatic sketches of historical characters; "toastmaster"; soloists; orchestra.
7:00 Big Brother Club: Prof. J. R. Lunt, "The Wonder Story of Lime."
7:25 Cap'n Bailey and the Widder Dyer."
7:30 Slayton-Learoyd Investment Hour.
8:00 NBC, "Voice of Firestone"; Vaughn de Leath, contralto; Franklyn Baur, tenor; concert orchestra, direction of Hugo Mariani.
8:30 NBC, A. & P. Gypsies; soloist; vocal quartet; orchestra, direction of Harry Horlick.
9:30 NBC, General Motors Family Party: Allen McQuhae, tenor; orchestra, direction of Don Voorhees.
10:00 NBC, Whittall Anglo-Persians: "Master Weaver"; orchestra direction of Louis Katzman.
10:30 "The Night Court."
11:00 E. B. Rideout; news.
11:15 Humbert and Benny McLaughlin, songs; time.

WBZA and WBZ, Boston and Springfield (990kc-303m)

5:45 p. m.—Musicale Interlude.
5:49 Sport Digest.
5:59 Temperature; time; weather; agriculture markets.
6:15 R. W. McNeel, finance.
6:30 Menihan's Arch Aiders; Chimes.
7:00 NBC, "Amos 'n' Andy."
7:15 Bert Lowe's Statler Orchestra.
7:30 Brunswick Brevities: Brunswick Concert Orchestra, direction of Louis Katzman.
8:00 NBC, Roxy's Gang: David Drollet, tenor, featured soloist.
8:30 NBC, Ipana Troubadours: male trio; dance orchestra direction of Sam Lanin.
9:00 NBC, Edison Program: musical favorites of Calvin Coolidge; orchestra direction of Frank Black.
9:30 NBC, "Real Folks" sketch: "Funny Face Contest."
10:00 NBC, Stromberg-Carlson Program: Rochester Civic Orchestra, direction of Guy Fraser Harrison; Mrs. Marguerita Watts, soloist.
10:30 NBC, "Empire Builders" sketch: "Copper"; soloist; orchestra direction of Andy Sanella.
11:00 NBC, Longines time; weather.
11:02 Temperature; Sport Digest; news.

WNAC, Boston (1230kc-244m)

5:00 p. m.—Ted and his Gang: Talks; dance music.
5:45 Legal Stampers: Dance music.
6:00 Time; news; weather.
6:10 Ecco Good News Bearers: Dance music.
6:25 Scott Dinner Orchestra; Oracle.
6:40 Howard Fashion Plates: Vocal.
6:50 Purple Petrolizers: Concert orchestra.
7:05 Arlington Squires: Concert orchestra.
7:20 "Political Sidelights," M. E. Henessey.
7:30 Page & Shaw Musical Sweets: Concert orchestra.
8:00 CBS, Dramatic sketches and music.
8:30 CBS, Ceco Couriers: Soloist; male trio; humorous reading, Henry Burbig; orchestra direction of Merle Johnson.
9:00 CBS, Dramatic sketch and music.
9:30 CBS, Bourjois "Evening in Paris" sketch: Soloists; mixed quartet; orchestra.
10:00 CBS, Guy Lombardo and his Royal Canadians; Frohne Sisters, quartet.
10:30 CBS, "The Voice of Columbia": Symphony and dance orchestras; Columbia Choir; Columbia Male Quartet.
11:30 Jacques Renard and his orchestra.
12:00 Time; news; "Midnight Reveries"—organ.

WHDH, Boston (830kc-361m)

5:00 p. m.—Romillie Girls.
5:30 Titus and Buckley Twilight Half Hour: organ, voices and strings.
6:00 Special musical program.
6:44 Weather report; time.
6:45 Fishermen's Broadcast.

Tomorrow's Features

WEEI

6:00 a. m.—NBC, Reradiocast of address by King George V, from Royal Gallery of the House of Lords, London, at opening of Five Power Naval Parley.
8:00 a. m.—NBC, Jolly Bill and Jane.
8:30 a.m.—NBC, "Cheerio."
9:00 a. m.—Studio musical programs.
11:15 a. m.—NBC, Household Institute.
2:00 p. m.—Studio programs.

WBZA

6:00 a. m.—Same as WEEI.
8:00 a. m.—NBC programs.
9:30 a. m.—La Petite Ensemble.
10:15 a. m.—NBC program.
10:45 a m.—NBC programs.
12:08 p. m.—Metropolitan Theater stage show.
1:00 p. m.—NBC, Farm and Home Hour.
2:45 p. m.—University Extension French lesson: Miss Emily Chamberlain, instructor.
4:30 p.m.—NBC, United States Navy Band.

WNAC

6:00 a. m.—Same as WEEI.
10:00 a. m.—CBS, Ida Bailey Allen.
11:00 a. m.—Shepard Concert Orchestra.
2:00 p. m.—CBS, "Patterns in Prints"
4:00 p. m.—CBS, United States Army Band.

WEATHER PREDICTIONS

U. S. WEATHER BUREAU REPORT

Boston and Vicinity: Fair and slightly warmer tonight; Tuesday partly cloudy and warmer, possibly with some light snow; gentle shifting winds; the minimum temperature tonight will be near 22.

Southern New England: Cloudy and not quite so cold tonight and Tuesday, with snow Tuesday; gentle shifting winds, becoming moderate easterly.

Northern New England: Cloudy tonight and Tuesday; probably light snow; not quite so cold tonight; gentle to moderate shifting winds.

Weather Outlook for the Week: For the north and middle Atlantic states—Generally fair Monday; rain or snow Tuesday and Wednesday, mostly rain over south portion; then generally fair weather probable until about Saturday, when rain or snow is indicated. Rising temperature Monday and Tuesday, reaching normal by Tuesday; colder Thursday and somewhat warmer by Saturday.

Official Temperatures

(8 a. m. Standard time, 75th meridian)

Albany	8	Memphis	26
Atlantic City	16	Montreal	12
Boston	19	Nantucket	22
Buffalo	12	New Orleans	40
Calgary	-10	New York	18
Charleston	42	Philadelphia	18
Chicago	16	Pittsburgh	10
Denver	-2	Portland, Me.	12
Des Moines	0	Portland, Ore.	18
Eastport	16	San Francisco	52
Galveston	52	St. Louis	18
Hatteras	48	St. Paul	-12
Helena	-20	Seattle	24
Jacksonville	46	Tampa	54
Kansas City	14	Washington	12
Los Angeles	50		

High Tides at Boston

Monday, 3:48 p. m.; Tuesday, 4:16 a. m.
Height of tides, 9.5 feet, 9.5 feet.

Light all vehicles at 5:12 p. m.

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HOME CHANGES IN FORM, NOT IN MAIN FUNCTION

Adjustment to New Conditions Called Main Problem for Family

This is the seventh of nine articles appearing Mondays, Wednesdays, and Fridays on "The Modern Family and Home."

By E. SHILLITO
Special to The Christian Science Monitor
London

IN THE study of the problems of personal or social living, all roads lead to the home. It provides the clue to every social reformer; it is the ideal state in miniature and in prophecy. In its deepest character and purpose the home does not change from age to age; but in its methods and operations, and perhaps in its emphasis, it must readjust itself to new conditions. Yet it has to play this unchanging part in a social order, which is rapidly changing; to new facts of this kind the home must adjust itself. To remain fundamentally the same it must always be changing in form.

It remains still the center but must not be the circumference of its members; and since it is the center of an eager, and joyful life, it must have the rhythm of all life, giving and receiving, outgoing and incoming. There must be this twofold movement in all societies, that live intensely, and are not merely moved by the momentum of past days. The home which is throbbing with life will not be like a castle isolated from the outside world, with the drawbridge pulled up, neither giving, nor receiving. Nor will it be a center, from which traffic goes out, and nothing is received in return. Isolation and self-sufficiency in a home spell stagnation in the end.

Importance of Conversation

A living home needs contacts with other societies, and with other persons than its own inmates. When it is laid upon us to be given to hospitality, that is more than to provide a generous table, it means also hospitality of interest and thought and sympathy. A home may be enriched by the harvest gathered by its own members, and by others from books and travel, and all the advantage, and romance of the world. These imports will be received chiefly by conversation, and to the making and preserving of true home, conversation is essential.

And a plea may be raised at this point for a revival not only of letter-writing, which has fallen on evil days, but also of that most delightful of all schools, and the least irksome, the school of good talk. This road is becoming overgrown with grass, and comparatively little used; but the home can never be what it is meant to be without time for leisurely, give-and-take conversation.

What would an ideal home be like in the world of today? It will be like a small republic with a life of its own, with common memories and ideals, with its own habits and ritual, with books to which appeal can always be made, with common jokes even. The senior men and women members go forth to their labors till the evening; the younger go to school; they are dispersed throughout the day, or perhaps for a longer period. Their roads diverge; there are more interests than one, and several professions represented there; one member has a special interest in music, another in literature, another in politics. The younger members are in several schools, and in such a home children are heard as well as seen. They go out, all of them, like bees from the hive, and return at evening. They enjoy good talk around their table.

Ambassadors Go Out

Such a home is not a dormitory; it is a little state. It is sensitive to all that is happening in the world. Its ambassadors go out, and return with their reports, to the center with its roads stretching out to the ends of the earth.

Such dispersions from homes have always been familiar, but they are more general today than in any past age. It is a new fact, for example, that women no less than men go out into the world of business or professional life. Women may value home even more now that they have a career outside the home; they have something with which to contrast it; it has even been conjectured that men have valued home more than women because they have returned to it from another arena. It is at least true that in these days the family must readjust itself to this new fact, among others, that women no less than men are among those who go out and return.

No Mere Boarding House

If the home in such a modern scene is to escape from becoming a mere boarding house care must be taken for its non-material comfort. It must be a society with large sympathy, and breadth of vision, with toleration, humor and cheerfulness. Home in the true use of the word may be called a natural society; first it is natural, then it becomes conscious of a higher unity. Then it becomes natural again only on a higher plane. From such a center the members go forth to evoke and to spread love and peace wherever they go; and to such a center they return laden with gifts from every side. A home of this kind will never lose its place or its honor, whatever changes come in the human scene.

Polish-Rumanian Dispute Nears End

Special to The Christian Science Monitor

WARSAW—The work of the Polish-Rumanian delimitation commission is nearing its conclusion. The agreement concerning the so-called "small border movement" has established a frontier strip of 10 kilometers, which the local population may cross on the authorization of passes, at the same time having the right to a series of economic facilities such as tilling the soil on the opposite side of the border and transporting products of the soil, implements, and so forth.

Both governments have expressed the desire to conclude as soon as possible a tourist agreement based on the usual conditions. Also preliminaries have been made for an agreement for the liquidation of small border disputes without referring to the complicated and roundabout method of diplomacy.

Two agreements for transit from Poland and to Poland through the Rumanian territory have been signed. A Polish-Czechoslovakian-Rumanian transit agreement was signed on Nov. 9, 1929.

Ships to Be Launched by Japanese Lines

Special to The Christian Science Monitor

TOKYO—Two new transpacific liners of the Nippon Yusen Kaisha, the Chichibu Maru and the Tatsuta Maru, will be commissioned in March and April, respectively, joining the new motorship Asama Maru on the San Francisco - Honolulu - Yokohama service.

Two new ships for the Yokohama-London passenger service are also expected to sail in May and August. They are the Tarukuni Maru and the Yasukuni Maru. The Yokohama-Seattle Line will see the addition of the Hikawa Maru, the Hiye Maru and the Meian Maru in April, July and November, respectively.

The commissioning of the Asama Maru, which has just completed its maiden voyage, has been the signal for the commencement of a "shipping war" of sorts, by which the public may be expected to benefit. The Canadian Pacific liners, on recent voyages, have been attempting to break records, and three or four within the last month have arrived at their destinations almost a day ahead of schedule.

Traffic Now Controlled by 'Walking Lamp Post'

© Underwood

The police department of Norfolk, Va., has inaugurated a night traffic control system in which the policemen wear the "stop and go" lights upon their persons. A green light is strapped to each arm and a red light on the back and chest. The straps which hold the lamps also carry a small battery. The traffic officer controls movement of motorcars by a quarter-turn of his body.

Cultural Background Needed in Industry

Special to The Christian Science Monitor

MANCHESTER, Eng.—In training boys and girls to take their part in making industry more efficient, there is a need to give the students a general cultural background, declared H. J. Jackson, president of the Lancashire and Cheshire Federation of the National Association of Head Teachers, at a meeting of the association held here. Education was for life as well as for livelihood, and the monotony that was creeping into mechanized industry should be counteracted by cultural interests.

A real appreciation of painting, music, and literature and something of the cultural outlook of the past should be considered in the modern curriculum. It was also essential that education should do something to teach the young people to utilize to the best advantage the leisure hours which they had at their disposal, said Mr. Jackson.

Miss E. Geen, superintendent of the women's (work) department of Messrs. Metropolitan-Vickers, said there was no reason why the girl educated at the elementary school should not rise as high as any other girl. It was essential, however, that the girl in industry should think clearly and express exactly what she meant.

Spurley Hey, director of education for Manchester, believed that the head teachers of elementary schools would have the greatest opportunities of their lives during the next few years. In the near future a reorganization of attitudes would be demanded and the old outlooks would not suffice for the new educational world that was advancing.

John Buchan Heads Scot History Group

Special to The Christian Science Monitor

EDINBURGH—At a recent meeting of the Scottish History Society, John Buchan was elected president to succeed the late Lord Rosebery. Mr. Buchan, in thanking the society for the honor they had done, delivered an address on the contributions of his predecessor to history and literature.

When a young man of 23, Mr. Buchan said, Lord Rosebery addressed the Edinburgh Philosophical Society on the union of England and Scotland, an address which showed not only a wide reading and a balanced judgment, but a remarkable mastery of style. In the early twenties he had already acquired that gift of lucid and apposite words in which, with the exception of Lord Balfour, he had no rival among modern British statesmen. When he was 33 years of age he was elected Lord Rector of Aberdeen University, and his rectorial address was concerned with Scottish history.

He was one of the first to plead for the teaching of modern and medieval history in universities. He pleaded also for the teaching of Scottish history in order, as he said, to strengthen "the connection between the youth and the traditions of Scotland." He lived to see these desires fulfilled. As an historian Lord Rosebery had all the graces and nearly all the more solid qualities.

CHURCH UNITY IS DISCUSSED AT CONFERENCE

Protestant Denominations Consider Trend Toward Consolidation

Special to The Christian Science Monitor

COLUMBUS, O.—Christian unity is the keynote of the centennial Pentecostal celebration which opened here Jan. 19 in observance of the 1900th anniversary of the Christian church. Seventeen Protestant denominations have joined in a Christian unity demonstration in which the question of mergers of numerous denominations plays a prominent part.

Dr. B. F. Lamb, executive secretary of the Ohio Council of Churches, nationally outstanding in its work for church consolidation, said, "Definite progress toward church unity is expected to result from the centennial Pentecostal celebration."

Toward this end, more than 100 group conferences have been arranged for discussion of church unity. Thus in one afternoon pastors of the various denominations have planned to discuss proposed mergers as follows: Methodist Episcopal with the Presbyterian Church in the United States; Reformed and United Brethren with Evangelical Synod; Baptist with Disciple; Brethren with Church of the Brethren. Simultaneously, Protestant Episcopal, Evangelical Church, Methodist Protestant and Church of God ministers are scheduled to discuss the question, "Shall Protestant Denominations Unite?" The Congregational-Christian merger is to be discussed by pastors of that already merged group.

The main subject for consideration during the week's sessions is, "Shall the Depominations Go?" The demonstration began Sunday night with a choral, liturgic and congregational service utilizing religious music taken from many different churches, under the direction of Prof. H. Augustine Smith, director of fine arts at the Boston University school of religious education.

Through 12 master hymn and song programs which Professor Smith has arranged, 1930 will celebrate the "salvation of world friendliness," which is on the way to mark this year as a banner one in church music. Under his direction several thousand delegates are participating in the programs at Columbus. Through his 20 years of world-singing leadership, the Boston University man has brought to fruition these master programs of music. "They do not constitute an old family sing, an evangelical evening of hymn singing, or a twilight sing, but are vastly finer, more visual, more dramatic, more timely with the new material and new connections in other arts and other sources," he said.

Bulgarian King Greets Faculty of Sofia University at Palace

Reception and Banquet to Professors and Selected Group of Students Follow Official Meeting on Annual Holiday at National Theater

Special to The Christian Science Monitor

SOFIA—The recent celebration of the annual holiday of the Sofia University afforded King Boris an excellent opportunity to come in friendly and intimate contact with the professors and students. At the official meeting held in the National Theater, the retiring rector read the annual report and among other things mentioned that the university not long ago had given its first honorary doctor's degree to His Majesty, Boris III, and the King who was present with his brother and sister in a box, was very enthusiastically cheered by the hundreds of students and professors who were greatly pleased by the King's informal words of appreciation.

But this spontaneous exchange of expressions of good will was but an introduction to the elaborate meeting which took place on the evening of the same day, when the King entertained all the professors and assistants and a delegation of representative students at the palace. At the sumptuous banquet served to 150 professors King Boris presided over one group and his brother, Prince Kyril, over the other.

In his toast the King expressed high appreciation of the Bulgarian professors and faith in enlightenment and culture as the most powerful forces for the elevation of the Bulgarian nation and for the preservation of world peace. To this toast responded the new rector of the university.

At the conclusion of the banquet the largest hall in the palace was opened for the reception and banquet to all the assistant professors, among whom were six women, and of 150 youths representing the whole student body.

The Bulgarians are radically democratic, have no aristocracy, permit no titles and insist on equality of opportunity. Most of the professors and students are of village origin and still live very modestly, so they like a King who makes them feel at home in the palace. This sort of meeting also helps to unite the various political groups and to soften partisan strife.

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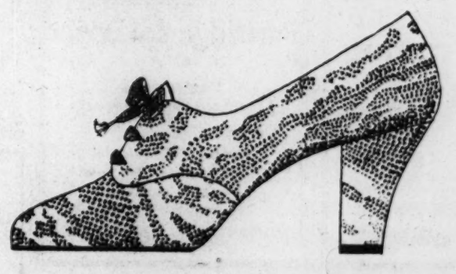

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ORIGINAL MUSIC BY CHILD URGED UPON TEACHERS

Less Stress Upon Technical Side Believed to Be Desirable

More opportunity for original expression in music for the children and less emphasis upon the technical side and more upon group singing were recommended by Miss Satis N. Coleman of the Lincoln School, New York City, and Percy Graham, supervisor of music in Lynn, Mass., schools, speakers at the seventh annual Conference of Music Supervisors at the Hotel Statler.

Every child has some form of expression in art to give to the world if he or she is given the patient instruction that will develop it, Miss Coleman said. Many teachers, she continued, are appalled at the idea of the child producing an original composition, thinking that years of study and hard work are essential to such a task, but it is surprising how easy the child can originate if given half a chance.

Individual expression, Miss Coleman said, is being taught in the Lincoln School by means of primitive instruments such as glasses, bells and bottles with clothes pins to tap them with. These instruments develop the child's musical ear, teaching him to produce the scale himself. Developing original expression in music, the child's thoughts are drawn toward artistic culture and away from emotional pleasures, Miss Coleman concluded.

"In one school where I visited, the Fifth Symphony of Beethoven was being taught to sixth grade children," Mr. Graham said, to support his arguments that the children were being taught too technically in the public schools. "They answered questions that I couldn't answer myself—that is, five of them could. The teacher concentrated on those five children while I was there. The others were looking out of the window and at the ceiling. They were disinterested. We must teach the children music in such a way that they will be interested."

Demonstration of application of standard tests in music was the subject of an address by C. Francis Woods of the State Normal School in Salem, Mass. Robert M. Howard, director of music at Fall River, spoke on originality in music, and Alexander E. Cleary, supervisor of music in Chelsea, discussed the comparative values of vocal and instrumental music in public schools. Frank W. Wright, director of division of elementary and secondary education and normal schools, presided.

Canadian Rail Head to Discuss Option

PROVIDENCE, R. I. (AP)—Members of the Industrial Development Council of the Providence Chamber of Commerce expect to confer with Sir Henry Thornton, president of the Canadian National Railways, either in New York or Montreal, within a week relative to details of an option on the Southern New England Railroad from Palmer, Mass., to tidewater in this city, it is announced by Arthur L. Aldred, president of the council.

The Providence Chamber expects to go forward with its own plan for completing the Southern New England line as a means of developing the port of Providence through a trunk line connection, while awaiting an alternative plan which directors of New York, New Haven & Hartford Railroad last Saturday promised to offer, Mr. Aldred said.

Sir Henry already has assured the Providence group of his willingness to grant an option on the Canadian National's interests in the road and has wired them that he will be available for a conference to arrange details some time this week.

Decorations of Modern Homes Express Period, Educator Says

Harvard Professor Tells Architect School People Now Want to Live in Their Own Time Rather Than Among Antiques

The modern trend in decoration of homes is a direct expression of people's determination to surround themselves with furniture and objects that express their own time, Prof. Jean Jacques Haffner of Harvard University said today, speaking in Boston under the auspices of the Cambridge School of Architecture and Landscape Architecture at the Women's Republican Club.

"In Europe," Professor Haffner said, "people do not want to live any more in medieval or nineteenth century interiors. They do have a sentiment of respect and love for antiques, and for the tradition of their countries. They do give a place to old things, but it is a place apart, and they want to live in their own time, be themselves, and buy the furniture and objects that have been manufactured for them in full view of the types of lives they lead. These pieces of furniture are more in keeping with the present, more in harmony with the contemporary thought and ideas of life than the old things."

"After the war," Professor Haffner continued, "there was the craze for vivid colors. New materials were tried. Later there was the craze for metal. Both are dying out in Germany, France, and Austria. Now one has reached the point where all these experiments are at an end, where distinction, elegance and usefulness prevail in majority and where the public is offered in all branches of industrial arts a choice of perfectly adapted furniture and decorative ensembles. The effect in general is one of pleasing quietness of line and color, through means of the best quality of design, material and execution.

"All classes of people are interested in this final development of decoration. With the increasing distinction and moderation in today's and tomorrow's production, we can see a great future to this style. The movement cannot be compared to any past great period, except that just as much as the Mi[illegible]es or the eighteenth century [illegible]it expresses our present tin[illegible] time as distinctive æsthetics [illegible]e Middle Ages or the eighte[illegible]ury? I am not sure, and the [illegible] of today's art may not rank [illegible]se, but that is not the point, [illegible]annot say anything definite [illegible] is too early. Nevertheless it [illegible]nts life and strength and imagi[illegible], which the late nineteenth cent[illegible] was not able to give. It is this new creative spirit which deserves attention in the modern production. Without it no progress, no art is possible or livable. Plagiarism and duplication of old styles is too often a sign of lack of imagination."

STONEHAM PREPARES WINTER CARNIVAL

Stoneham High School's annual Winter Carnival will be held Jan. 30, 31 and Feb. 1 at the Pomeworth Street Grounds, Kimball Pond, and an elaborate program of events, including snowshoeing, skiing, skating, hockey games and barrel jumping by the Noseworthy brothers of Malden has been arranged.

The Corinthians Dramatic Club will present "The Whole Town's Talking," at Armory Hall on Thursday evening; basket ball games will make up the program for Friday evening, while on Saturday a public bean supper will be held in the High School gymnasium. Awarding of prizes will take place at the Carnival Ball in the Old Armory at 8.

COURT RED TAPE IN MOTOR CASES CALLED WASTE

Simplified System of Fines Wins Approval of Officials

Removal of minor motor vehicle violations from the class of "criminal" offenses is embraced in a simplified court procedure recommended by the Massachusetts Department of Public Works.

The proposed system would enable police officers to take minor violations directly before the clerk of the District Court who would receive pleas of guilty and impose fines. The scheme was endorsed before the Joint Legislative Committee on Judiciary by representatives of safety organizations, automobile clubs and state officials.

According to Prof. Miller S. McClintock, traffic expert of the Department of Public Works, who took an active part in drafting the proposal, the scheme is based on methods which have been successfully used in other states. Any offender who has appeared before the clerk of one jurisdiction three times during one year would find himself facing a criminal prosecution for his fourth offense, Professor McClintock explained.

No Extra Expense

Provisions of the proposed legislation could be carried out without additional legal machinery or expense, Professor McClintock said.

Capt. George A. Parker, Registrar of Motor Vehicles, told the committee that he favored the plan. John H. Sherburne, president of the Massachusetts Safety Council, said that although the council has not passed on the recommendations of the department it has from time to time made recommendations along the line of those embodied in the report. He held that the proposition would only be an experiment but felt that the conditions are such that they warrant an experiment designed to relieve the situation.

The Governor's Committee on Street and Highway Safety was recorded in favor of the proposition by Lloyd A. Blanchard, secretary. He said it would add materially to the committee's program of accident prevention. Secretary Blanchard felt that the legislation was based on safe and sound principles.

H. F. Stoddard, manager of the Boston Automobile Club, also favored the legislation and recorded the Bancroft Automobile Club of Worcester as in favor. Chester I. Campbell of the Governor's Council was recorded in favor.

Charge Suggested

Capt. Charles T. Beaupre of the state police favored the recommendations in general, but felt that the provisions should be made to have the registrar forward to the state police notices of the offenses instead of requiring them to obtain them from the numerous courts.

That the Massachusetts Judicial Council has for some time favored the idea, but has not yet acted on the department's proposal, was made known by Frank Grinnell, secretary of that body.

Archibald M. Estabrook, Representative from Haverhill, favored the proposal, and the Boston Chamber of Commerce was also recorded as being in accord with the proposal.

The only speaker in opposition was Representative John P. Connolly from Boston. He held that the recommendations of the department in many instances would not relieve conditions. Accidents would not be reduced, he believed, and the courts would not be relieved of duties.

CANADIAN RAILROAD OPENS TICKET OFFICE

Mayor James M. Curley was chief guest at the official opening of the new ticket office of the Canadian National Railways at the corner of Tremont and Boylston Streets. He expressed himself as particularly impressed with the beauty of the interior decorations. The Mayor did not make the official address expected, but merely paid his compliments to H. H. Melanson, assistant vice-president of the railroad, who came from Montreal to act as host at the opening.

Open house found the public ready and waiting. Hundreds poured in throughout the day to ask questions and view the luxurious furnishings, a distinctive feature of which is the large painting of Jasper Park Lodge, at the rear of the office, painted on ground glass from an original in oils by Horne Russell, well-known Canadian artist. It is 11 feet square and will be illuminated from behind. Many Canadian National Railways officials from Montreal, New York and Vermont were present.

OCEAN AIR LINES FORESEEN

SPECIAL FROM MONITOR BUREAU

NEW YORK—William P. MacCracken Jr., former Assistant Secretary of Commerce for Aeronautics, speaking at a luncheon of the Electrical Association of New York, envisaged regular air service across the Atlantic and Pacific within the next 10 years. Mr. MacCracken is now chairman of the board of the New York, Rio and Buenos Aires Line, and special counsel for the Western Air Express and the Goodyear Zeppelin Corporation.

RHODES BOARD CHANGES PLAN OF SELECTION

32 American Scholarships Divided Among Eight State Groups

SWARTHMORE, Pa. (AP)—Two important changes in the regulations governing the American Rhodes scholarships were announced Jan. 19 by Dr. Frank Aydelotte, president of Swarthmore College, and American secretary to the Rhodes trustees.

Beginning with this year, the states of the Union will be grouped into eight districts of six states each, and the 32 scholarships assigned annually to the United States will be divided equally among the districts, making a quota of four scholarships for each group of six states.

There will be a competition in every state every year. Each state committee of selection will nominate from the candidates applying to it the two best men to appear before the district committee; the district committee will then select from the 12 candidates nominated, four men who will represent their respective states as Rhodes scholars at Oxford.

By this system the scholarships will be distributed among the states of a given district in accordance with the merit of the candidates.

The new plan was authorized by the Rhodes trustees at the suggestion of former Rhodes scholars in the United States. The two strongest arguments put forward for the plan are the flexibility which allows the scholarships to be distributed in accordance with the strength of the candidates, and that, under the system, it will be possible to have an election in every state every year instead of two years out of three as in the past. The eight districts for 1930 are:

New England, Middle Atlantic, South, Great Lakes, Middle West, Gulf, Southwest and Northwest.

Another change in the regulations gives to Rhodes scholars a wide choice as to the way in which they will use their third year. Rhodes scholars will be appointed for two years in the first instance and those who wish to take a third year will be expected to present a definite plan of study for that period.

Scholars may be allowed to take their third year immediately or to return to Oxford for it after a period of some years of work in their own countries, or they may be allowed to spend their third year in postgraduate work in any university of Great Britain or on the Continent of Europe on conditions approved by the Rhodes trustees.

The stipend of a Rhodes scholarship is £400 per year. The conditions of eligibility prescribe that a man shall be between the ages of 19 and 25, and shall have completed at least his sophomore year in some recognized college or university of the United States. Most of the Rhodes scholars, however, have received their B. A. degree before they are appointed.

RECORD FOR SAFETY WON BY BOSTON 'EL'

The Boston Elevated Railway has won the distinction of doing more than any other road in the United States to "conserve the safety and health of the public and its employees," during 1928, according to the terms of award of the Anthony N. Brady Gold Memorial Medal.

The American Museum of Safety and the American Electric Railway Association are donors of the award, which will be formally presented at a meeting of the Metropolitan Section of the American Electric Railway Association in the Engineers' Society Building, New York, on Feb. 7.

NEW YORK TO TAMPA FLYING RECORD BROKEN

TAMPA, Fla. (AP)—Lee Schoenhair, California-to-Hawaii flier, reduced the flying record from New York to Tampa to seven hours fifteen minutes Jan. 17.

He left New York at 9:20 a. m. in a Lockheed-Vega cabin monoplane and landed here at 4:34 p. m., without having made a stop.

Rate Cases Interest New England Trade

Participation in the oral argument concerning the Southern Road's case before the I. C. C. at Washington, has been undertaken by William H. Day, manager of the transportation bureau of the Boston Chamber of Commerce. The issue involved is of interest to New England shippers because of the precedent it may establish.

The issue is the right of a line haul carrier to assess demurrage charges against carload freight, which, for convenience of the carrier, is held short of the delivering line, pending the payment of freight charges and/or, surrender of an order bill of lading, without tariff authority.

Mr. Day is also participating in a case set for hearing at Raleigh, N. C., before the I. C. C., involving the propriety of the rate adjustment between various territories and the State of Virginia on the one hand, and the same territories and North Carolina on the other hand. Interest to New England is that the adjustment may take the form of an increase in the rates to and from Virginia, instead of cut of the North Carolina rates.

GREAT LAKES TRAFFIC

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, Ont.—That the opening of the Welland Canal would create a rapid increase in the shipping on the Great Lakes and would inaugurate a further expansion of Canadian trade and commerce was the confident prediction of G. P. Graham. The canal will be officially opened on Dominion Day next year.

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CITRUS GROWERS CENTER EFFORT UPON QUALITY

Florida's Grapefruit Sought by European Markets—Good Year Foreseen

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

MIAMI, Fla.—Florida has entered the new year in a distinctly cheerful frame of mind with reference to its citrus industry. It is now estimated that the total citrus yield will be close to 15,000,000 boxes. While the figure is much smaller than that of last year, the fruit is bringing about $1 more per box.

After a season that had its vicissitudes both growers and shippers point to the important fact that the quality has never run higher than at present. The thinning out of the crop and the vigorous attention given to groves are the two factors which are said to account for the superior quality.

"Certainly I have never handled Florida fruit that was quite up to the standard of this year's choicest product," said a buyer who is interested only in fancy goods. "The fruit that is going out today is remarkable for the thinness of the skin and the juice content. As a result of the big clean-up the current pack presents an appearance that gives peculiar satisfaction."

From the headquarters of the Florida Citrus Growers' Clearing House Association at Winter Haven comes a statement to the effect that the growers are experiencing a more satisfactory marketing period than in any previous year, owing to more adequate regulation of shipments and a system that gathers and disseminates daily information as to places and figures on sales, cars en route and destinations and general marketing conditions.

Effective Advertising Adopted

The clearing house association adheres to a policy of keeping the merits of the product before the eyes of the country. Fully one-half of the four-cents-per-box assessment is being spent in consumer advertising of a practical and effective type.

There is no doubt that the problems of eradication have taught the growers invaluable lessons in the care of groves. It has regularly been demonstrated by the more alert that the production of the finest quality of fruit involved no more than energetic adherence to definite rules, but in a region where production was so easy growers were likely to become careless almost without knowing it.

The last year has clearly shown to them the value and necessity of obedience to the best that is known in their field. A state official engaged in the eradication work even goes so far as to say that the costly eradication campaign will in turn be more than repaid by the improved results that must follow the application of the fundamental facts of citrus culture.

"We are more impressed than ever this season by the inquiries coming to us from Europe with reference to grapefruit," said Hamilton M. Michelson, a veteran shipper of Miami. "Spain and the British possessions appear to be amply supplying Europe with oranges, but grapefruit is quite another matter. I have letters from four or five counties, each asking what can be done in the way of shipping grapefruit by the cargo. We are not yet prepared to fill orders on the scale suggested, but we are left in little doubt as to the size and steadiness of the possible market. Almost certainly the Everglades will eventually be brought into grapefruit bearing in large areas to satisfy the foreign demand."

Development in Everglades

Frank Stirling of Davie, long connected with the State Department of Agriculture, and who has carried on extensive citrus growing in the Everglades for years, urges the advantages of citrus growing in the muck soil wherever the drainage can be handled with assurance. In pointing to the example of about 5000 acres of citrus now located in Everglades muck lands, he explained that this soil contains fully 75 per cent organic matter, enabling a tree to grow continually and to produce fruit of an excellent quality at an early maturity.

"The possibility of the Everglades meeting the European demand for grapefruit is a very practical one," said Mr. Stirling, "and I should also like to point out that on muck lands where a combination of late varieties and preferred rootstocks and other conditions occur, the profitable returns from what might be termed midsummer oranges appear outstanding.

"Investigations have shown that on muck soils, in sections properly drained, trees will produce regular crops of a splendid quality, returning a profitable revenue to the grower, at a cost of production per box less than that of any other section or soil known to the industry. The extensive growing of summer oranges would mean that the citrus marketing organizations might carry on practically throughout the year, handling midwinter types in the north and central portion of the State and midsummer types from the Everglades, and placing fruit on the market at times when it would have no competition."

Fruit and Vegetable Crops Fill 100,000 Cars a Year

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TALLAHASSEE, Fla.—Florida has shipped, mostly to eastern markets, a total of 221,485 carloads of fruits and vegetables other than citrus fruit during the last five years, which produced an annual revenue of approximately $25,000,000, S. W. Hiatt, marketing specialist in fruits and vegetables of the recently formed state marketing bureau, has announced.

Mr. Hiatt completed tabulation of shipments from all counties in a "check-up" program to ascertain what commodities are being shipped and which have been received in the most active markets. The program was started, he said, to ascertain the most profitable crops for the spring planting.

The citrus industry, Mr. Hiatt said, had shipped about 10 per cent more, bringing the total shipments of both classes up to about 500,000 cars. The State furnishes practically a 12 months' marketing season on fruits and vegetables, although the heaviest shipments are from December to June, the specialist stated.

"From the standpoint of value, equipment and labor involved, this is one of the most important industries of the State," he added.

Declaring that because of the perishable nature of the produce, and the rapidly increasing competition from other winter vegetable production areas, marketing problems unequaled by any other products are presented, Mr. Hiatt urges the standardization of grades, improvement in packing and wider distribution as a possible solution.

The marketing board of Florida was formed at the 1929 session of the Legislature when appropriations were made for the employment of four marketing specialists to act as "salesmen" for the growers of the State and to assist them in production of salable produce. Other specialists employed are: For poultry and products; citrus; dairying and products and cattle for food purposes. The board maintains a daily radio market report as a part of the services and sends daily reports to all growers in the State as to products sold at best profits.

Florida's Citrus Industry Reaches High Plane of Co-operative Achievement

Upper—Typical Scene in Grapefruit Orchard (© Burgert Brothers, Tampa). Inset Center — L. B. Skinner, President of Florida Citrus Exchange and President of Florida Growers' and Shippers' League. Lower—Interior of Packing House at Lake Wales, Fla. (© Burgert Brothers). Inset at Right—J. C. Chase, Director of Florida Citrus Exchange and One of the Outstanding Men in the Industry.

Prairie Manufacture Output $350,000,000

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

WINNIPEG, Man.—A manufacturing output of $350,000,000 represents the 1929 achievements of the three prairie provinces of Canada in the field of industry, according to figures compiled by G. E. Carpenter, secretary of the prairie division, Canadian Manufacturers Association. This is the greatest total achieved by prairie manufacturers in western Canadian history.

In Manitoba industrial development during the year included establishment of plants for manufacturing glass bottles, automobile service station equipment, paper shipping containers, steel preasure tanks, as well as extension of existing plants.

In Saskatchewan General Motors built a large new building at Regina, creating a new pay roll of hundreds of thousands of dollars. A large coal briqueting plant also was started at Bienfait. In Alberta the greatest development was in the petroleum fields, where great progress has been made in the work of bringing the reserves of oil to the surface.

The Canadian Manufacturers Association has had a remarkable growth. In 1914 there were only 50 members in prairie provinces, while today there are 600.

SMALL NATIONS OPPOSE PLAN OF EUROPEAN UNION

(Continued from Page 1)

a fundamental feature in a United States without which there is no United States.

Austria-Hungary's History

Since that is the case, is it conceivable that the states of Europe will consent to create and submit to a central authority [illegible] just exactly the opposite of that which the nations of Europe want and is it not in their struggle toward the opposite of that that they glory?

The recent history of Austria-Hungary clearly shows the tendency in Europe. Austria-Hungary was a little United States of Europe. Before the war 49,000,000 inhabitants were divided among 10 different peoples, most of them living in fairly compact groups. They were governed by a dynasty belonging to a rather small group, and, on the whole, were not governed badly. The administration was fairly honest and generally efficient. Furthermore, representatives of all the various nationality groups were allowed to occupy the very highest posts. Practically no position was closed to anyone because of his nationality, and the various national cultures thrived.

Economically also this state was an almost ideal unit. Yet, in spite of all this, the smaller nations in this union carried on an increasingly vehement struggle for liberation, which finally resulted in the dissolution of Austria-Hungary and served as one of the chief causes of the World War. The little nations of Europe want what they call "freedom," and not only make tremendous sacrifices to attain it, but are willing to break up any state that stands in their way.

The whole history of modern Europe is a story of nations breaking away from larger wholes. For example, in southeast Europe there was a great, far-reaching empire, Turkey. But the nations composing it have filled the last century with their struggles to break away. Hungary, Serbia, Greece, Rumania, Bulgaria, Macedonia. In central Europe we see exactly the same process. Switzerland, Italy, Hungary, Rumania, Croatia, Czechoslovakia, Holland, Poland fought for independence. Then in the East we see the same revolt against the great power, Russia.

Then another matter of extreme importance remains. The chief political reason why people want a United States of Europe is that they hope it will conciliate antagonistic states or groups of states. It is not the peaceful countries like Norway, Switzerland, Finland, Spain and Belgium which make a United States of Europe so necessary, but the hostile militant states. For example, Hungary is opposed to Rumania, Bulgaria to Serbia, Italy to Jugoslavia, Lithuania to Poland. It would be fine to form a grand union in which they would all be reconciled. Then the most dangerous international problem in existence at present would have been solved.

It is just exactly some of these states that would not even consider becoming members of a real United States of Europe. There is no ideal which Hungary, Bulgaria, Lithuania and Italy so ardently nourish and which is so vitally important to them, as the revision of the peace treaties and the change of present boundaries. To these states the joining of a European federation on the basis of the present map would seem to be a betrayal of national interests. And even if they should join up so as not to seem too belligerent they would not for a moment abate their efforts to get the map changed and the friction which now exists would continue to exist.

In view of all these things it will probably be wiser and more effective not to attempt to create a United States of Europe, but to continue to strengthen and improve the League of Nations.

BALTIMORE EXHIBITS JEWEL-STUDDED CAR

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

BALTIMORE, Md.—Studded with 3000 diamonds, a jeweled automobile is being shown at the twenty-fourth annual Baltimore automobile show. The work was done by a Baltimore jeweler and the car is valued at $100,000. Each night after the show closes it will be transported to the vault of the Federal Reserve Bank.

AMERICAN TRADE ADVISED TO BUY SHARES ABROAD

Opportunity in Poland for Partnerships Emphasized by Chicago Banker

SPECIAL FROM MONITOR BUREAU

CHICAGO — American business men seeking a larger expansion of trade in Europe were advised to consider purchasing partnerships in industries there by Charles S. Dewey, American financial adviser to Poland, in an address here.

Mr. Dewey, a former Chicago banker, resigned his post as Assistant Secretary of the United States Treasury in the fall of 1927 to help the Polish Government solve its financial problems. He is now on a visit to the United States.

"Considering the keen competition developing in Europe, it would be wise for the American manufacturer to investigate similar industries there to see what he can do about purchasing an equity in some of those industries," Mr. Dewey said. "Thus he will meet competition not only by exportation over high tariff barrier, but he will be inside the country and in partnership with industries there."

Europe will have to have American money for years to come, the banker indicated, and may be more willing to accept funds in partnership than by giving mortgages.

"In Poland one finds a particularly satisfactory place to make this examination," Mr. Dewey continued. "Poland needs foreign capital and needs it badly. The Poles need American assistance also in gaining experience in modern methods of manufacture. Of the population of 32,000,000, two-thirds gain their livelihood from agriculture and its by-products."

Since the close of the World War, Poland has been engaged in the tasks of stabilizing its Government and security, both of which have now been accomplished, according to Mr. Dewey.

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FURS, THIRD FLOOR

THE CHILDREN'S PAGE

The African Dodgers Come to Animal Town

By RALPH BERGENGREN

"THOSE Dodgers," began Mr. Mouse.

"Don't try to speak," said Mrs. Mouse, "with your mouth full of cheese. Remember Willie and Henry. I'm sure I don't know how I can bring them up properly if their own Papa sets them a bad example."

"As I was saying," continued Mr. Mouse (after he had swallowed his nibble of toasted cheese), "those Dodgers are a great football team. They've beaten every other team in Africa, and now they're going to try to beat every team in the animal United States."

"They won't beat us," squeaked Willie Mouse.

"Don't be too sure, son," said Mr. Mouse. "The Animal Town football team has never played a team like the Dodgers."

"It's a rough game," said Mrs. Mouse. "I can understand croquet, but I'm sure I never would be able to understand football. Pushing and crowding and shoving and behaving like human beings, that's what I call it. I'm glad no child of mine is large enough to play such a rough game."

"I can cheer," said Willie Mouse. "Squeak—squeak—squeak! Squeak—squeak—squeak! Squeak—squeak—squeak! Animal Town! And it isn't rough, Mamma, not really. It only looks rough. Rule 17 says, Mamma, that the ball may be advanced by pushing or pulling or carrying or kicking, but no animal must be rough. And Rule 22 says that every player must stand and run on his hind legs. An animal standing on his hind legs can't be very rough, Mamma."

"I suppose not," said Mrs. Mouse doubtfully. "But it looks rough to me."

They were all at breakfast in the Mouses' dining room, and the talk had naturally turned, just as it was naturally turning at all the breakfast tables in Animal Town, to the approaching game between the Animal Town football team and the African Dodgers. It was the first time African animals had ever visited Animal Town, and everybody was very much excited.

John Owl's Welcome

"Owl has a noble piece about the Dodgers in this week's Gazette," said Mr. Mouse, picking up the newspaper from the floor with his tail. "Listen to this, Mother":

WELCOME DODGERS
(Written for the Animal Town Gazette)

Hail, Dodgers, one and all
Coming to play football!
Like brothers we will treat you,
Though we must try to beat you.

From Afric's torrid zone
You do not come alone.
But with the good wishes
Of all animals and fishes.

Welcome in football's cause,
Gladly we clasp your paws.
If you should win the game
We'll love you just the same.

"I wish mice were bigger animals," said Willie Mouse. "I'd like to play football against those Dodgers. Please, Mamma and Papa, may I go this afternoon and watch the Animal Town team practice?"

"If you come home from school first and get Henry," said Mrs. Mouse.

It was a fine afternoon when Willie Mouse raced home from school, put Henry into his perambulator and pushed him as fast as he could go to the Athletic Field, where the Animal Town football team was practicing for its approaching game with the African Dodgers. The big game was now only a week off, and for several weeks the Animal Town team had been practicing all day and every day except Sunday.

Everybody knew that it was going to be no light task to defeat the Dodgers, who were so much larger than the Towners that it had been a serious matter for the entertainment committee to find a place to lodge them during their visit. An old barn that had once belonged to some humans and still stood in the woods not far from Animal Town had solved that difficulty, and the committee was having it housecleaned and made comfortable. But as Quarterback "Red" Squirrel said to "Big Bill" Rabbit, who played left tackle, whatever else happened, the Dodgers would know they had been in a football game.

Their Second Eleven

But the Towners would have liked it better if they had had some African animals to practice with. The best they could do was to make up a second eleven of the biggest animals in Animal Town, and the trouble with that was that the biggest animals were all bears and the biggest bears were all too fat and clumsy to be very good football players. The first eleven, even if it looked smaller, beat the second eleven without half trying. And of course that wasn't going to happen with the Dodgers, who were not only much bigger than bears but the best football players in Africa. For that matter the biggest and fattest bears in Animal Town were not football players at all, and nothing but their unselfish willingness to help the Animal Town Team beat the African Dodgers would have persuaded them to try to play football.

All day and every day except Sunday there was a crowd at the Athletic Field watching the practice, and every day the lively backs of the Animal Town football team, "Streak" Rabbit and "Speed" Raccoon, got more skill in advancing the ball around and past the biggest and fattest bears.

As Mr. Crow one day said to John Owl, who was watching the practice with him from the branch of a tree, "Those fellows from Africa call themselves 'Dodgers,' but if we win that football game it's going to be because our young heroes dodge a lot better."

Lodged in the Old Barn

The Dodgers came and were lodged in the old barn.

The Animal Town Football Team, to escape the general excitement and not forget anything they had learned at their last practice, slept that night at the Athletic Field.

Editor Squirrel stayed up all night getting out a special edition of the Animal Town Gazette.

John Owl, the poet, wrote another poem beginning:

Welcome to our lodgers,
The African Dodgers.
First we will lodge them
And then we will dodge them.

Everybody who could afford to bought a copy of the Gazette, and those who couldn't borrowed one, to read the line-up.

AFRICAN DODGERS		ANIMAL TOWN
H. T. Elephant	L.E.	A. B. Fox
G. T. W. Elephant	L.T.	W. T. Rabbit
H. Rhinoceros	L.G.	H. K. Squirrel
J. Hippopotamus	C.	T. A. W. Bear
T. Elephant	R.G.	W. K. Fox
W. Rhinoceros	R.T.	J. S. Bear
W. K. Giraffe	R.E.	J. K. Fox
R. T. W. Monkey	Q.B.	P. T. Squirrel
G. K. Elephant	L.H.	H. Raccoon
H. Giraffe	R.H.	W. T. Rabbit
T.W.Hippopotamus	F.B.	Th. Bear

Referee—Joseph Elephant, Jungle University. Umpire—Peter Rabbit, Animal Town Business College. Field Judge—James Hippopotamus, Animal University of Africa. Head linesman—Robert Fox, Animal Town High School.

At 2:30 that afternoon everybody in Animal Town was at the Athletic Field. Mayor John Bear was there with Mrs. Bear and their little daughter Dorothy, who was really too young to understand football. But Mrs. Bear had said that Dorothy, when she was grown up, would wish to know that she had been at the great game between the Dodgers and the Towners, and that there was nobody to leave Dorothy with at home anyway.

Willie Mouse was here, there, and everywhere, even on the field where he didn't belong. But he was such a small animal he could go where he pleased and hardly anybody noticed him. And he was such a lively animal that if anybody did notice him he was somewhere else in hardly more than a jiffy.

And now Captain Rabbit of the Animal Town Team was shaking paws with Captain Elephant of the Dodgers in the middle of the field. The teams had lined up.

"Squeak—squeak—squeak!" shouted Willie Mouse. "Squeak—squeak—squeak! Squeak—squeak—squeak! Animal Town!"

Fullback Teddy Bear kicked off for Animal Town, T. W. Hippopotamus caught the ball for the Dodgers. "Big Bill" Rabbit, H. K. Squirrel, and A. B. Fox tackled him at the same moment, but he took them along with him and made a first down before he was tackled and thrown hard by Teddy Bear. On the next play G. K. Elephant sifted through a hole between tackle and guard, lumbered down the field, and was tackled and thrown by Teddy Bear almost under the Animal Town goal posts. On the third play H. Giraffe hurdled the Animal Town center for a touchdown. Score: Dodgers, 6; Animal Town, 0. T. W. Hippopotamus failed to kick a goal. It was plainly evident that Animal Town COULD NOT STOP THE DODGERS.

When the teams lined up again even Willie Mouse couldn't squeak.

H. Giraffe kicked off for the Dodgers. It was a fine kick. "Streak" Rabbit caught it on the run and brought the ball back to the Dodgers' 30-yard line before he was tackled and stopped by quarterback Monkey. On the next play "Speed" Raccoon carried the ball to the Dodgers' 10-yard line, where he was stopped by T. W. Hippopotamus, who sat down in front of him. On the third play "Streak" Rabbit carried the ball over for a touchdown. Score—Dodgers 6, Animal Town 6, Teddy Bear failed to kick a goal, and the score stood. It was plainly evident that the Dodgers COULD NOT STOP ANIMAL TOWN.

At the end of the first quarter the score was Dodgers 30, Animal Town 30.

At the end of the second quarter the score was Dodgers 66, Animal Town 66.

At the end of the third quarter the score was Dodgers 102, Animal Town 102.

With less than two minutes to play the score was Dodgers 132, Animal Town 132.

But the Dodgers had the ball.

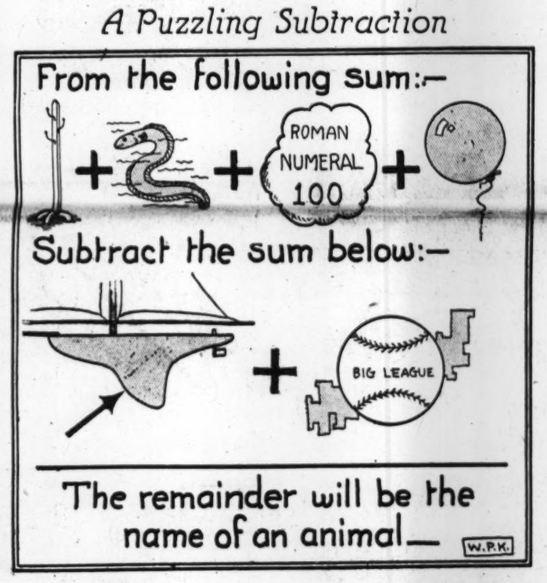
Once more the Dodgers went into a huddle, and once more they came out. H. Giraffe took the ball. H. Giraffe crashed and hurdled through the tired Animal Town defense. H. Giraffe was off down the field, with J. S. ("Hugger") Bear, the stalwart Animal Town tackle, close on his heels.

"Squeak — squeak — squeak!" shouted Willie Mouse. "Squeak—squeak—squeak! Squeak—squeak—squeak! HUGGER!"

Perhaps "Hugger" Bear heard him. Perhaps he didn't. But he dived through the air, straight at the hind legs of H. Giraffe. He wound his front legs around H. Giraffe's hind legs. He hugged those hind legs. Six yards away from the Animal Town goal "Hugger" Bear brought down H. Giraffe. And the game was over. Dodgers 132, Animal Town 132!

"Squeak—Squeak—Squeak!" Shouted Willie Mouse. "Squeak—Squeak—Squeak! Squeak—Squeak—Squeak! HUGGER!"

A Puzzling Subtraction



The Three Squirrels

A True Story

ANTHONY and Arnold Black were glad the new school building their class was to occupy was not ready yet, for that meant they could have two weeks longer in the delightful camp cottage on the shore of beautiful Skiff Lake in New Brunswick. It meant, too, that they would be able to pick ripe raspberries from the tangle of brush over on Briar Island and take home a store of wild hazel nuts for their less fortunate schoolfellows when the time actually came to go.

It was a warm, sunny, mellow, September morning when they set off in the rowboat on their berry-picking expedition. For lunch, their mother gave them a basket of sandwiches with a thermos bottle full of cold lemonade and several large slices of gingerbread. They rowed down the lake to where the picturesque wooded islets that dotted it grew larger and farther apart, after which they steered across to a single island marked by an empty lonely cabin where an artist had lived the summer before and found themselves in a berry-picker's garden of dreams.

When 5 o'clock came, they had two large wooden bucketfuls of raspberries to take home and not a crumb of lunch left. They rowed with the strong certain strokes that come naturally after such a satisfactory day's work and the lake seemed even lovelier going back than it had coming down. Their keen eyes took in all the beauty of water, sky, and shore, and their boys' hearts felt a quiet joy that neither could put into words.

Halfway up the lake they saw a large timber of dry dry driftwood lying stranded on a point of flat rock which reached out from the upper side of a tiny tree-crowned island-mound that was little more than a mossy bowlder itself. A fire in the big chimney place felt good on chilly evenings now, and it was one of the boys' chores to supply the wood. Such pieces as this were prizes indeed and, moreover, belonged to anybody who came along and wanted them, so the two were not very long in fastening their painter rope to it, and Anthony towed it behind while Arnold rowed.

They were half a mile from home and passing well off the nearest island when they saw three dark specks swimming in the water before them—the tiny heads of squirrels struggling to reach the shore. Coming closer, they saw it was a mother and her two children. Now and then all three halted to rest.

The mother seemed to be able to keep going well enough but the little fellows were tired and she waited for them, coaxing and encouraging them after each pause.

"Couldn't we give them a lift?" asked Arnold.

"Row up alongside and I'll see if I can pick them up," answered Anthony, pulling on an old glove that lay in the bottom of the boat. Squirrels' teeth are very sharp and they might not understand that he was trying to help them. As he put his hand over to take them the mother squirrel moved away with a few warning notes of command and then the boys saw her intention.

She intended to ride behind! Perching on the top of the driftwood log, she called her children to follow and they did, first one and then the other. The last little fellow had quite a scramble of it and fell off but pluckily tried again and sat up drying his fur like the others as the boat moved along again.

The three passengers waited until the boat was tied up before running along the gunwale to the beach where they disappeared in the bushes.

But the next day when their mother was canning the raspberries and the boys were sawing up the driftwood a little squirrel ran down a hemlock trunk, scurried out on a branch and jumped to the cottage roof, where he began to chatter. "That's one of them," whispered Anthony. Soon the other little fellow appeared running along the railing of the back porch. After a few minutes' visit both vanished quickly with a flirt of tails.

Several times after this the boys caught sight of unusually friendly squirrels among the trees, and though they did not see all of them together they feel sure the three squirrels knew them and often came fearlessly around the cottage because they knew the boys were their friends.

Sobersides, and the All-Alone Kitten

SOBERSIDES lay on the front steps of his master's house with his nose on his paws.

He was a mastiff, and his real name was Roger, but Tag, Rag, and Bobtail, the terriers who lived in the same street, called him "Old Sobersides" because he never barked, or fought, or chased things, as they did.

"What's the use of being so big if you don't make everyone afraid of you?" said Tag. "If I were as big and strong as that, I'd be awfully fierce—I would!"

"So would we," agreed the other two.

And now we are coming to the All-Alone Kitten.

He was so little and new that he hadn't even got a name; and he was very sad, because he had been carried off to live in a strange house, far away from his mother and his brothers and sisters.

The All-Alone Kitten

At last he decided to run away home again. He went a long, long way—quite two streets—but he couldn't find the way back to the new house either—and then he knew that he was lost!

"And it's such a terribly big world," he sobbed, "for an All-Alone Kitten to be lost in. I should think he might never find himself again!"

Just then, Tag, Rag, and Bobtail came round the corner.

"Cat! Cat!" cried Tag—"No! Kitten! Come on, you dogs!"

The All-Alone Kitten was terribly frightened when he saw them coming. He ran as fast as he could to the nearest wall, sprang onto it, and jumped down on the other side—just in time.

He found himself in a strange garden. Across the grass, and round the corner he crept, stepping softly and carefully on his tiny paws Then, suddenly he stopped, and his little heart went bumperty, BUMP, BUMP!

There was another dog—a great, big, monster of a dog, lying on some steps. (It was Sobersides).

"Oh, what shall I do?" thought the All-Alone Kitten. "Whatever shall I do? There are dogs everywhere!"

Just then Sobersides noticed him.

"Hullo!" said he, "I believe you must be our new kitten."

"I am—rather a new one"—whispered the All-Alone Kitten, "but I didn't know I was yours."

Sobersides Explains

"Not mine exactly," said Sobersides, "but Mistress's. She told me there was going to be one. You'll like living here. Everyone is kind, and there's plenty to eat, and plenty of room to play in."

"B-but," stammered the All-Alone Kitten, "I n-never lived in a h-house with a dog before, and such a large dog."

Sobersides laughed his deep, growly laugh.

"Oh, you mustn't mind me," he said. "As if I would hurt a tiny little thing like you!"

"I thought," said the All-Alone Kitten, "that all dogs chased cats. There were three dreadful ones I met just now—"

"Oh, you needn't be afraid of them," said Sobersides. "They're all bark."

"Yes, there was a lot of bark," agreed the All-Alone Kitten. "I wonder," he added, "what I ought to do now?"

"That depends," said Sobersides. "Are you hungry?"

"Yes!"

"Well, come up here, then, and have a bit of dinner. There's plenty."

So the All-Alone Kitten actually had his dinner out of Sobersides' big bowl.

A little later Tag, Rag and Bobtail passed by, and peeped through the gate.

"Why!" cried Tag, "just look! There's that kitten asleep between Sobersides' paws."

"And he's not hurting him?" gasped Rag.

"Not a bit."

"We seem to have got it all wrong, you dogs," said Bobtail, thoughtfully. "Being awfully big and strong doesn't make you fierce—it makes you gentle."

A Queer Boat

Beside my Grandma's bedroom door,
There always stands a boat,—
Just stands and stands there on the floor,
Where it can never float.

It has six bulging sails, all white,
And masts and keel, and O
What fun, if it had been made light,
The way boats are, you know!

But it is heavy as can be,—
A door-stop—that's its name—
And it can never go to sea!
Now wasn't it a shame

To make the very prettiest boat,
To anchor by a door,
Where it will never, never float—
Just slide along the floor!

But Grandma says it serves a use,
Is beautiful besides,
And I can play the anchor's loose,
The carpet is the tide

And I'm the captain, and her chair
Is where the harbor lies,
And if I sail in safety there,
I'll find a big surprise.

So sometimes, on a rainy day,
I sail across the sea,
And when I'm anchored in the bay,
Then Grandma signals me,

And sends a little bundle down,
Over the side—a top,
A picture-book, a toy, perhaps,
Or just a lollipop!

ANNE CLEVELAND CHENEY.

The Mail Bag

Christopher, Illinois

Dear Editor:

This is my first letter to the Mail Bag, though I have been reading the Monitor for some time, and enjoy it very much, especially Waddles, the Diary of Snubs, Our Dog, and the Milly-Molly-Mandy stories.

I go to the Christian Science Sunday School in Benton as there is no church or Society in Christopher. I have two sisters and one brother and we all go to Sunday School.

On Thanksgiving Day we had our first snow which made coasting fine. The following Sunday, it snowed again. After this snow the "school hill" was covered with children and their sleds. I am very fond of dogs and cats, and have a pet dog named Jerry. He is white and has brown ears and a brown ring around his tail.

I am 10 years old and should like to correspond with some girl my age. I should like to receive letters from children in Holland, England, and China especially. I am fond of swimming, hiking, and coasting, and should like to correspond with some child who is fond of such pleasures.

Ruth B.

Yakima, Washington

Dear Editor:

I have never written a letter to the Mail Bag before. I am 10 years of age, and in the fifth grade.

We live on a fruit ranch in Yakima Valley, six miles from town. If any one would like to know about Yakima, I would be glad to tell them. I go to the Christian Science Church.

I had a cat, and named her after Sponge. The letter to Snubs by Turtle was very nice. I should like some girl of my age to write to me, especially a girl in Russia, because we are studying Russian at school, but I don't believe I am very likely to get a letter from Russia.

Pegian K.

[We hope the Turtle will appreciate the compliment, Pegian.—Ed.]

Oklahoma City, Oklahoma

Dear Editor:

This is the first time I have written to the Mail Bag. I have been going to the Christian Science Sunday School ever since I have been old enough to go. I read the Monitor every day, and like the stories very much. I like to read Snubs, Waddles, and Milly-Molly-Mandy. In fact, I like to read all the stories because they are so interesting. I wish there were some continued stories like "The House Next Door." I am 11 years old and in the 6B grade. I would like someone of my own age to write to me.

Oklahoma City has just brought in a new oil field. At night they have the rigs lighted from top to bottom, and it looks very pretty when you get on a hill and look down at it. December 14, 1928, one year ago, the "discovery well" came in and now there are about 150 producing wells. It seems as if one comes in every day. Mabel C.

[We shall be having another continued story quite soon, Mabel.—Ed.]

Franklin, New York

Dear Editor:

We take the Monitor and I read the Children's Page thoroughly, especially the Mail Bag. I, too, would like to receive letters from girls of my age. I am 12 and in the eighth grade. I enjoy all kinds of sports, but my favorites are swimming and tennis.

I go to Delaware Literary Institute which is a small town, so we do not need a street address. Martha E.

Manchester, England

Dear Editor:

This is my first letter for the Mail Bag and I want to make it very interesting. I have two brothers and one sister. Her name is Jewel. There are some lovely stories in the Monitor. We all like the Children's Page, which Dad reads to us at bedtime. I am 8 years of age and, of course, I go with my brothers to the Christian Science Sunday School. I went to the swimming baths and it was great fun to kick and splash in the water.

We live near a very nice park and we love to feed the peacocks. They make such a funny noise. We have a Pomeranian dog called Rose, and we love her very much. When Mother reads the Mail Bag to us, it makes us all feel very happy to hear from other boys and girls from other lands. I belong to the Cubs and our motto is "Do your best."

Loving wishes to all the Mail Baggers,
Victor B.

[A very good motto, too, Victor.—Ed.]

North Adams, Massachusetts

Dear Editor:

Perhaps the Mail Baggers might be interested in some of the history of North Adams. We live at the foot of the Mohawk Trail. It is a state highway now, but it used to be a footpath used by the Mohawk Indians in going from the Connecticut to the Hudson Rivers. Between North Adams and Williamstown, where we used to live, is the site of Old Fort Massachusetts.

I am interested in all outdoor sports and music. I am starting a stamp collection and a scrapbook of famous musicians. I am 11 years old and in the 6A grade. I would like to correspond with some girl my age.

Ann A.

Dunedin, New Zealand

Dear Editor:

This is the first time I have ever written to the Mail Bag. I like the stories of Milly-Molly-Mandy, Snubs and Waddles. My favorite hobbies are swimming, hockey and tennis. I am 12 years old and I should love any girl my age to write to me, especially from America, Mexico, England and Japan. Joyce Anita H.

[We know that Mail Baggers enjoy Milly-Molly-Mandy, Snubs, and Waddles, so now we should like to hear about some of the other stories and drawings. —Ed.]

Denver, Colorado

Dear Editor:

I like The Christian Science Monitor, especially stories about Mr. Scroggins, Snubs and Waddles. I like to work the puzzles in the Children's Corner and on the Young Folks' Page. This is my first letter to the Mail Bag. I am 7½ years old.

Gordon R.

Wimbledon Park, London, England

Dear Editor:

For a long time I have been wanting to write to you. I want to say how much I enjoy the Children's Page and the Diary of Snubs. I go to Sunday School at Sixth Church in Putney. I went to Gamage's Bazaar and I saw a baby doll in long clothes which I hope to get for Christmas.

I should be very happy to correspond with Yvonne E., Los Angeles, California, and I am inclosing a letter for her. Vera H.

[Did the baby doll arrive, Vera?—Ed.]

The following would like to receive letters:

Boys

Lewis C. (7), Newport, R. I.
Jack V. (11), Fremont, Ohio.
Dodd DeC. (8), Okemos, Mich.

Girls

Katherine K. (10), Hinsdale, Ill. (Will you please send in your last name, Katherine?—Ed.)
Betty B. (11), Haverhill, Mass.
Carolyn S. (11), Los Angeles, Calif.

Answering Letters

1. Letters to Mail Bag correspondents should be inclosed in an envelope stamped and partially addressed, and mailed to the Editor of the Mail Bag, The Christian Science Monitor, Boston, Mass. The Editor will see that the addresses are completed and that the letters are forwarded to their destination. A little note giving the name and address of the sender should also be inclosed.

2. The postage rate is 2 cents within the United States and to Great Britain, Canada, New Zealand and most South American countries; 5 cents to most other countries. (2 cents equal 1 penny, British.)

3. If you are writing from outside the United States inclose stamps of your own country, but do not attach them to the envelope. These can be exchanged for American stamps here.

Snappy Knows How to Be Polite

TIP-TIPPITY! Tip-Tippity! Snappy's little feet talked along the garden path. Tip-Tippity! Tip-Tippity toward the edge of the lawn. Snappy was a black-and-white fox terrier, and this morning his nose and ears were very busy.

There were new sounds and new smells in the neighborhood and Snappy was out bright and early to learn all about what was going on.

Tip-Tippity, Tip-Tippity! around the corner of the garage he went.

Then Snappy stopped quickly and stood there. Stood there and cocked his busy head first this way, then that.

"So this is all the excitement," he seemed to say.

Whatever were those men folk trying to do, swinging their arms and throwing dirt about in such a queer fashion?

Now, really, the workmen were digging a trench for a water pipe that was to take water to a new house down the alley. But, of course, Snappy could not know that.

"Bark, Bark, Bark"

"Dear me," he thought to his little dog self. "First thing I know, they'll dig up all those bones I've put away out there. Dear, dear, dear, I'll have to speak about it."

So, "Bark! Bark! Bark!" went Snappy. "Bark! Bark! Bark!"

Just then Snappy's master, the Little Yellow-Haired Boy, came around the corner of the garage.

"Hush, Snappy," said the Little Yellow-Haired Boy." Those men are all right. They aren't doing any harm."

"Bark! Bark!" answered Snappy. ("But my bones.")

"Hush, Snappy," said the Little Yellow-Haired Boy.

And so, though it seemed very hard for the little black-and-white terrier, Snappy did hush. He had learned well his lesson of obedience to his little master.

Dig, dig, dig, went the workmen.

Thump, thump, thump, went the dirt.

Snappy looked on, silent, though troubled.

Then a happy thought must have struck Snappy. A thought something like this, "Well, my little master did not tell me not to dig. Maybe I can do something about this myself."

So Tip-Tippity, Tip-Tippity, went Snappy over to the trench near the workmen.

And now you should have seen the dirt fly.

"Hello, pup," said a happy-faced man. "Well, look here, boys, look who's helping us," and all the men laughed.

A New Helper

But Snappy did not laugh, nor did Snappy stop digging. This was serious business for Snappy. And when the noon whistles blew Snappy had found what he was looking for. Yes, there at his feet lay that delicious soup bone Mama Littleboy had given him yesterday. He clenched it between his teeth and dragged it out of the hole as the men put their shovels aside and sat down to eat their luncheon out of black square boxes.

"Oh, so that was it?" said the happy-faced man as he watched Snappy. "Here, little fellow, here's something to go with it." He tossed a bit of bread from his box.

"Thank you," wagged Snappy's tail.

"And here," called another workman.

Snappy's tail was very busy saying, "Thank you's" for the next few minutes as bones and bread came from all the lunch boxes and landed at his feet.

That night, when Snappy ran to greet his Little Yellow-Haired master and jumped against him in welcome, and ran around him, I am sure that he was trying to tell him, dog fashion,

"Thank you for telling me to hush this morning. I always want to be polite. I guess those men were just minding their own business after all, and, my whiskers, what good things they carry about in those little black boxes of theirs."

The Little Yellow-Haired Boy, whether he quite understood or not, gave Snappy a pat on the head and they walked happily down the street.

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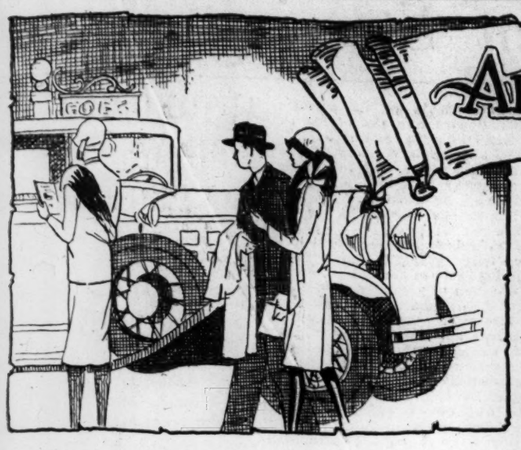
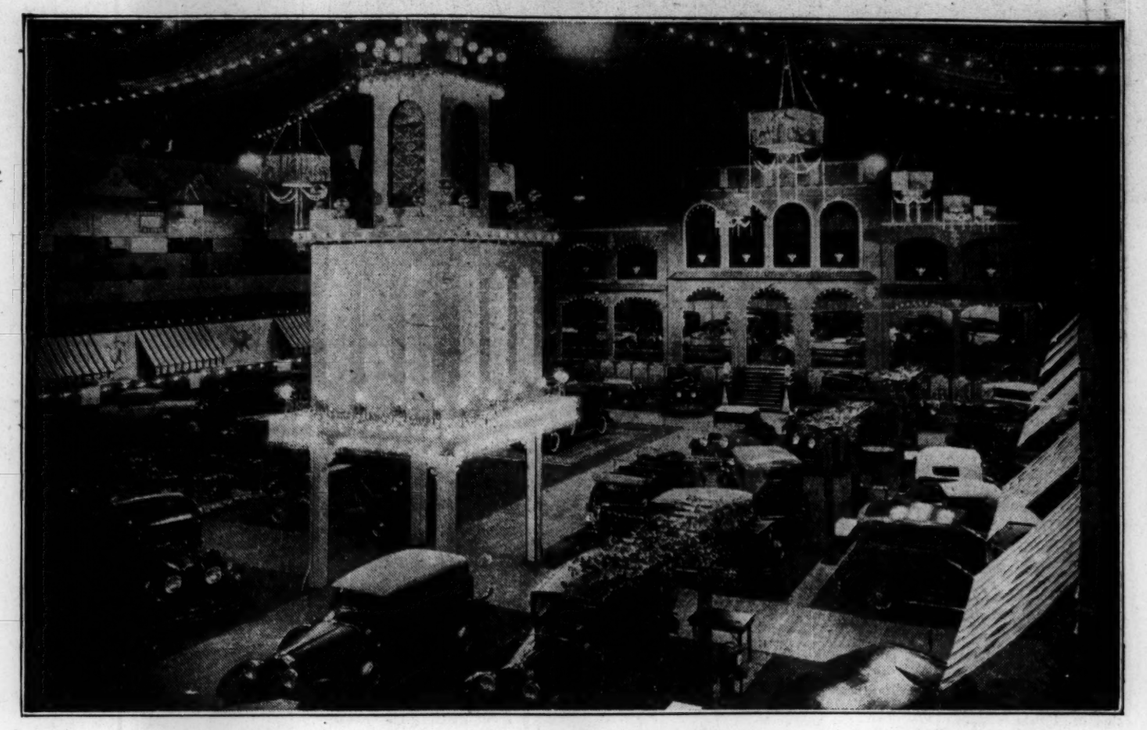


Aristocracy of Motordom Graces Boston Auto Show

TOWER OF JEWELS IS CENTRAL FEATURE IN MECHANICS BUILDING EXPOSITION



MOTORCARS bearing the 1930 stamp will introduce more important refinements than have come from the drafting boards of the automotive designers at any one time during the last several years. The twenty-eighth annual Boston Automobile Show, in the Mechanics Building, Jan. 18 to 25, indicates the trend of improvement in both mechanical efficiency and style of the modern automobile.

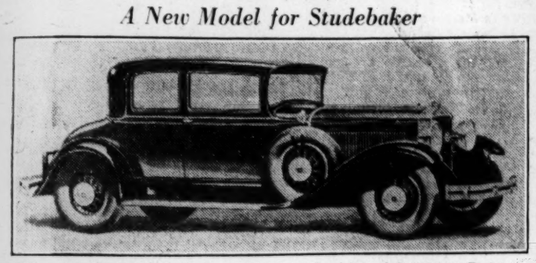
Approximately $2,000,000 worth of motorcars and equipment are included in the Boston showing, which is the most comprehensive on record in New England. The holding of the show at an early date this year has made the Boston exhibition second to the National Automobile Show in New York City, placing it ahead of the mid-western shows. It gives to Boston motorists an exceptionally early opportunity to inspect the new offerings in motordom.

The marked increase in the use of eight-cylinder motors is disclosed in the models of both medium and higher priced motorcars. With the design of the multi-cylinder jobs, the engineers have given increased attention to the minutia of performance—smoother operation, a trifle faster getaway, a little more ease at high speeds, and a surer and safer roadability. Introduction of front wheel drives and the début of the first American-made 16-cylinder motorcar are among the outstanding departures in mechanical design. The employment of four-speed forward transmissions, of various types of vibration dampeners, of silent spring and body mountings and similar refinements has noticeably increased. Many of these improvements are reflected mainly in the lengthening of the period of service which the modern automobile can give, together with freedom from mechanical difficulties and sustained maximum of performance.

Exterior beauty has not been overlooked, with restrained application of color adding to body design. Easier riding qualities are combined with the betterments in appearance. In even the lower priced fields, the manufacturers are striving for an excellence that emulates the custom-built cars.

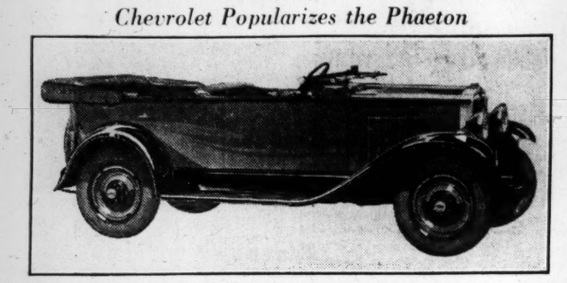
The Boston show will be open from 10 a. m. until 10:30 p. m. every day throughout the week.

A New Model for Studebaker



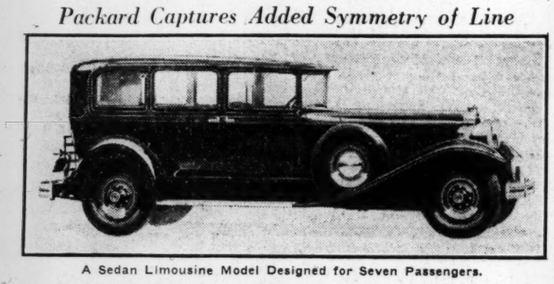
The Victoria Which Has Been Added to the Line of President Eights.

Chevrolet Popularizes the Phaeton



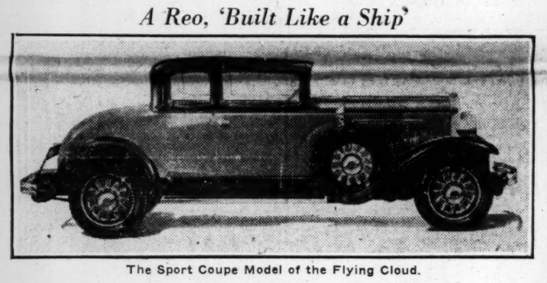
Saxon Gray and Vale Green Provide Harmonious Contrast for New Model.

Packard Captures Added Symmetry of Line



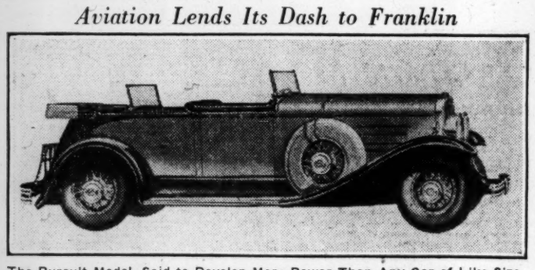
A Sedan Limousine Model Designed for Seven Passengers.

A Reo, 'Built Like a Ship'



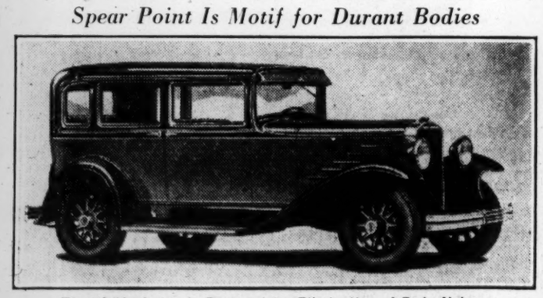
The Sport Coupe Model of the Flying Cloud.

Aviation Lends Its Dash to Franklin



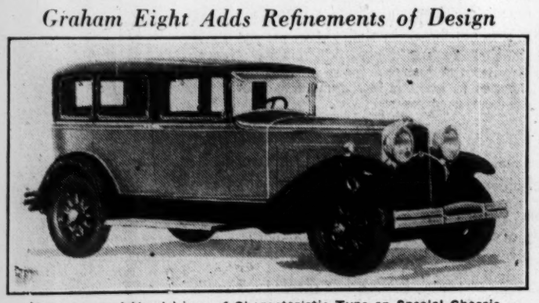
The Pursuit Model, Said to Develop More Power Than Any Car of Like Size.

Spear Point Is Motif for Durant Bodies



The "6-14" Sedan Is Designed for Elimination of Body Noises.

Graham Eight Adds Refinements of Design

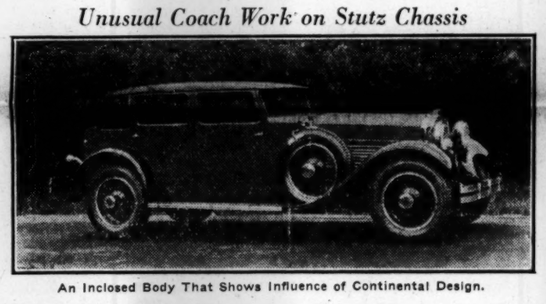


Radiator and Hood Lines of Characteristic Type on Special Chassis.

New Appointments for Hupmobile

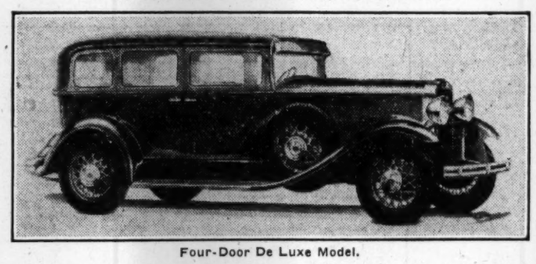
Sedan in New Eight Series Has 133-Horsepower Motor.

Unusual Coach Work on Stutz Chassis



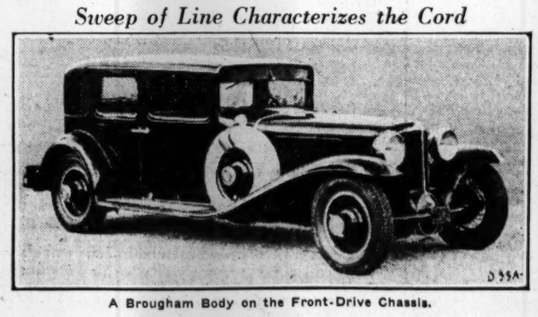
An Inclosed Body That Shows Influence of Continental Design.

Oldsmobile Shows New Sedan



Four-Door De Luxe Model.

Sweep of Line Characterizes the Cord

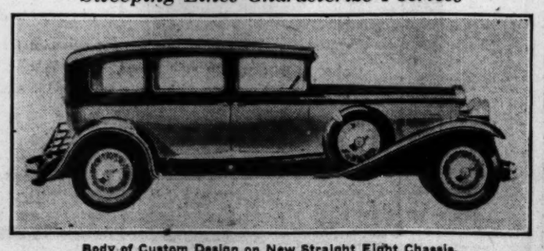


A Brougham Body on the Front-Drive Chassis.

Cadillac Has 16 Cylinders Under the Hood

The V-16 Model With a Five-Passenger Imperial Landau Body by Fleetwood.

Sweeping Lines Characterize Peerless

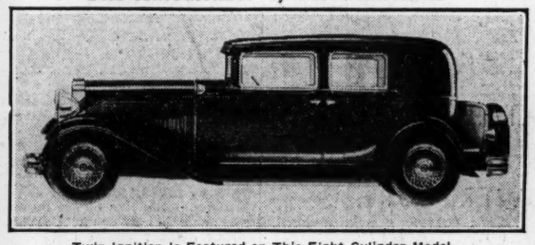


Body of Custom Design on New Straight Eight Chassis.

A Buick Built for Five

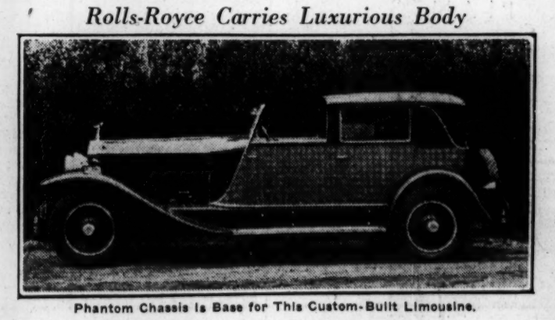
One of the Multi-Passenger Coupe Bodies on a Model 68 Chassis.

The Ambassador of the Nash Line



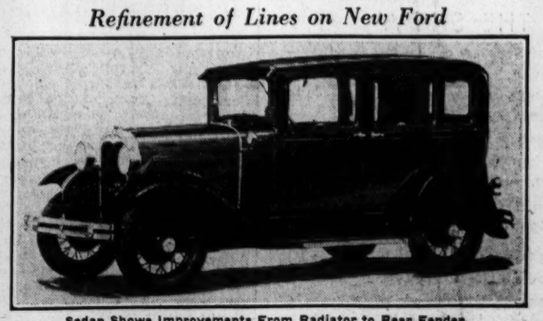
Twin Ignition Is Featured on This Eight Cylinder Model.

Rolls-Royce Carries Luxurious Body



Phantom Chassis Is Base for This Custom-Built Limousine.

Refinement of Lines on New Ford



Sedan Shows Improvements From Radiator to Rear Fender.

Oakland Eight in Custom Dress

Sedan Which Is Exhibited at 1930 Show.

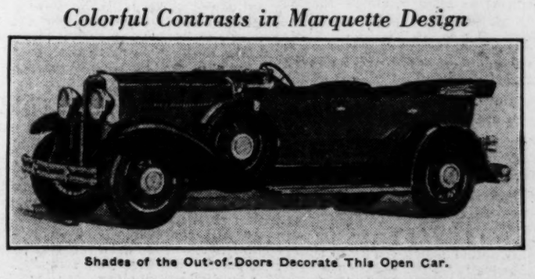
A Chrysler, Ready to Go Places

The 70 Royal Sedan With Full Equipment.

Hudson Steps Out With New Sedan

The Standard Body of the Five-Passenger Model.

Colorful Contrasts in Marquette Design



Shades of the Out-of-Doors Decorate This Open Car.

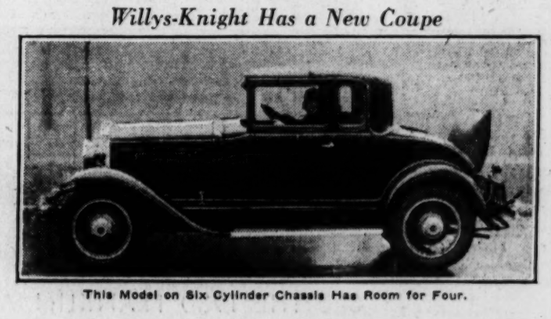
Viking Designed With Sweeping Lines

De Luxe Sedan in Line of Eight Cylinder Models.

Pierce-Arrow's New Limousine

Seven-Passenger Inclosed Drive Model for 144-Inch Chassis.

Willys-Knight Has a New Coupe



This Model on Six Cylinder Chassis Has Room for Four.

The New Essex Challenger

Adjustable Front Seats and Wider Windows Feature This Model.

Pontiac Shows Custom Sedan

Dynamic Lines for New Model on Big Six Chassis.

Hand That Rocked the Cradle May Rule the World From Steering Wheel

Boston Automobile Show Week Makes Stirring Appeal to Women

Ease of Manipulation, Grace of Lines, Permanence of Finish Are Dominant Among Attractive Features, From Rolls-Royce to Ford

Each succeeding year of the Boston Automobile Show accentuates more fully the direct appeal made by manufacturers to feminine motorists. Ten years ago few women would care to drive a car any distance without having a man along to pilot her over the uncertain spots on the journey. Today, with cars running like watches, any woman motorist would hesitate to admit that she was not competent to take care of herself and the car in any emergency.

The cars for 1930 have that graceful look about them which awakens the possessive desire in the heart of any woman driver. They all look as though handling in traffic might be easy and that acceleration would be quick and snappy. Not even the stately Rolls-Royce can outclass the new Ford in easy control for the coming season.

These custom-cut Ford bodies have style built right into every one of them. They cost so little that every member of the family can afford to own one, and even if the car is left out in the weather all night, the finish is even more lasting than a permanent wave. It is guaranteed against everything but a boy with a penknife.

You will notice many women lingering at the Stutz exhibit, where models are shown which not only look speedy in every sense of the word, but also have proved their class year after year. The Stutz with a woman at the wheel begins to purr and prance like any thoroughbred, and any of these cars can do 90 just as easily as some little carriages hit her up to 35. In traffic this type car is impatient, yet can be throttled down to almost nothing in a moment.

The Call to Women

When the La Salle first came out it had a feminine appeal which brought the women into the showrooms from every part of the country. The designer of this car evidently knew that the athletic girl wanted an automobile which was not too soft in appearance. She wanted something different. During the few years that it has been on the road that feminine appeal has held an attraction which seems to satisfy the desire for a car between a sport model and a dignified limousine. The 1930 models in Mechanics Building look modern in every sense of the word.

Through the years the Reo seems to hold its admirers. Built long and narrow, this car responds almost instantly to every mood of the driver, and no matter how rough the road may be, the ease of control keeps the car going smoothly ahead without undue disturbance at any point. The Reo is a one-woman car, and at times is almost human in performance.

The Buick line is just enough out of the ordinary to awaken interest in the mind of the feminine driver. Those women who have sat at the wheel of a Buick like the sensation of knowing that they need make no apology in any company. Its road manners are just right, and from the landaulet to the sport model nothing has been left to the imagination. Buick designers know their business.

Variety of Design

The makers of the Cadillac line have succeeded in getting a custom-made look into every one of their vehicles. A great variety of colors and designs is shown at the Boston Show with an equal number of models pictured to suit the individual taste. Possibly a woman may have a definite color plan in mind. All she need do is to state her requirements and the car is blended to suit. Like a new costume, she can have her Cadillac made to order.

There is something about a Chrysler which makes a direct sales appeal to women of every age. They seem to hold a charm for the most particular motorists. Built in every model, from the speedy little roadster to the big Imperial limousine, Chryslers look their power and tractability. From every country where automobiles are built Chrysler automotive artists have gathered ideas, which have been blended into vehicles distinctly American.

During the past few years the Oldsmobile has been entirely designed to attract feminine motorists. Like the modern suburban homes complete in every detail, this car seems to lack nothing which will appeal to the woman with the ordinary purchasing power. It suggests somehow a garage built into a house such as one will see in the best sections of metropolitan Boston. As Edgar Guest would say, "The Oldsmobile has been designed for motorists who are just folks."

A distinctly class car is the Franklin, which in the show is exhibiting a new model, called the Pirate. This air-cooled job has high glass curtains with a folding fabric top, landaulet style. It is an American adaptation of the sunshine idea which has come to us from England. Set somewhat higher than the general run of 1930 motor vehicles, the Pirate seems to look down on the low-swung automobiles showing near by. Like the Pierce-Arrow, a chauffeur is almost a necessary adjunct for the new Franklin, yet this big creation is just as gentle to handle for any woman as the smallest car in Mechanics Building.

Again, the Studebaker and the Erskine hold their proud place at the show. Priced somewhat higher than last year, the Studebaker has been built for long service rather than for immediate style. Sired by some of the oldest coachmakers in America, this car is truly typical of the best that the United States can produce. While having no distinctly feminine appeal, both the Studebaker and Erskine attract those women motorists who have driven for a long time and want a motor vehicle which has proven value over a long period of years.

The Hudson and its little friend, the Essex, have their coterie of women owners. In Mechanics Building, this exhibition has a distinctly feminine atmosphere. More than ever before in the history of the Boston Show are women making the final decisions as to the car to be driven during 1930, and it is worthy of mention that the Hudson and Essex cars will get their full share of business, judging from the sales being made each day from the floor.

'Our Gang' Holds Its Own Chariot Race

THEY COULDN'T COME TO THE AUTO SHOW, SO THEY DID THIS

"Our Gang," not being able to appear in person at Mechanics Building during the week of the Boston Automobile Show, decided to stage a little show of their own. After consulting the best minds on motorcars, they decided to take one model from each manufacturer and test them out in a race after the Roman period. The models shown are all 1930 styles. Farina is driving the very latest in three-wheeled pedmobiles and can develop two-foot power without any trouble. The cast, from left to right—Tige as the starter, Farina as a Nubian, Jackie Cooper as a Roman, Wheezer as another Roman, Chubby Chaney playing Nero (where's the fire?), and Mary Anne Jackson in the Queen's chariot.

Medium Price Field Goes in for 'Eights'

The Boston and New York automobile shows have indicated a marked trend toward eight-cylinder motors in the middle-price class of cars, according to Chester G. Abbott, general sales manager of the Hudson Motor Car Company, who is in Boston to attend the show.

"The flexibility, efficiency, smoothness and power of the eight is being emphasized," he said. "Our engineers have compared and tested all designs; and they report to us a highly interesting result. That is, that a motor size which will produce 45 horsepower in a 4-cylinder motor will produce 65 horsepower in a 6-cylinder motor, and 80 horsepower in an eight. As any given motor displacement is divided among more cylinders of smaller size, power output increases almost sensationally. Additionally, the eights are much smoother, more flexible and silent.

"I believe we have a good year's business ahead of us. Each year at this season we hear from the professional prophets that the crucial season has now arrived. Then at the end of each year the automobile merchant finds once again that the good business man with the good merchandise has made money."

Studebaker Adopts Acoustic Muffler

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

SOUTH BEND, Ind.—Thirty-seven Studebaker straight eight models are augmented this year by the addition of a new five-passenger "state victoria" equipped with wire wheels to the 135-inch President series.

Changes in the new Studebaker eights, while not radical, disclose addition of a number of important features. Among these are adoption throughout the line of the new Burgess acoustic muffler and a new valve spring damper device developed by Studebaker engineers. President and Commander models in addition are equipped with new automatic radiator shutters, and an improved Lanchester vibration damper for increased quiet and smoothness of operation.

A distinguishing style note of all Studebaker eights is the new French front, with arched windshield uprights which join at the roof line without the conventional interruption of the customary visor. Sweeping fenders of distinctive crown type hang low over large balloon tires. Twin chrome plated cowl lights are supported on a thin chromium cowl beading. Chromium plating is used on all exterior brightwork.

Buick Driving Eased by Shock Eliminator

Unusual interest centers this year on the new 1930 Buick line which is on exhibition in the Noyes Buick Corporation booth at the Boston Automobile Show. Engineering advancements include more powerful motors, new chassis construction, semielliptic springs and double-acting shock absorbers, a new type of brakes, a road shock eliminator, and a worm and roller gear type of steering assembly.

Buick this year is said to be an exceptionally fast car. All models have an actual road speed in excess of 70 miles per hour, a speed that can be maintained with safety over difficult roads. The engineers have added a new feature known as the road shock eliminator, a device said to do away with the difficulties of steering wheel whip, that is, the tendency of the wheel to wrench itself out of the driver's hands when traveling at high speeds over rough roads.

In designing the new car, the Buick engineers, instead of pinning the front end of the left front spring immovably to the frame, shackled it so that the spring may play back and forth at this point as well as at the rear, but the play of the front shackle is modulated by mounting two stiff coil springs at either side of the bottom of the shackle.

The result is that when a severe bump is struck the force of the jolt, instead of being carried up to the steering wheel, is spent in forcing the axle back slightly on the left side due to the give of the two heavy springs in the road shock eliminator. The steering wheel remains steady in the hands of the driver and the car can be driven over rough roads at speeds that are hazardous without this device. Steering action and driving control is further improved on the new Buick by the use of a worm and roller type of steering gear assembly.

'SMART' TRUCK MAY BE CHANGED TO BEACH WAGON

Double-Duty Types at Show Display Combination of Art and Utility

To look at the smart little one-ton truck on exhibition in the basement of Mechanics Building makes one wonder why grocers and merchants of all kinds hesitate so long before finally realizing that for general attractiveness and speed there was no comparison between old Dobbin with the weather-beaten wagon and the smart little delivery truck of today. It took years to sell the idea to the small dealer in the community that a motortruck was adapable to his needs and much more economical than the horse-drawn vehicle.

An evolution which has been very profitable for many truck transportation companies is the separate body which slides into place over rails set into the chassis. These bodies save many valuable hours and take very little time to change from the truck onto the platform and reload a freshly loaded body on the truck again.

A new idea in light delivery trucks is the combination beach wagon and truck. This has panels on the side which open or shut as needed, giving the appearance of either a motor wagon or pleasure car for station use. There is a door in the back through which either passengers or goods can be moved. One model is simply a light truck which can be used with or without seats. The sides are open with a fabric top which can be rolled back for mountain viewing.

Another form of light delivery wagon is built with only three wheels instead of the conventional four. This is made in many types, the most familiar looking like a converted motorcycle with a house set on the outside for goods.

Car Drivers Warned to 'Brush Up' on Law

Two important reasons why automobile owners should "take stock" at the beginning of the new year and during the annual automobile shows are outlined in a bulletin issued by W. R. Bamford, general service manager for Dodge Brothers. All drivers, he says, should make sure that their driving habits are in step with the finer, safer and more efficient machines they are being given to handle. It is also pointed out, that the owner should get the performance and durability out of his car that has been designed into it.

"The automobile of today is built for absolute safety. Only abuse can bring damage to it or injury to its occupants," he declared. "We must all become the masters of our machines.

"Drastic laws limiting speed have been tried generally, and found wanting. There is but one answer to the question of greater safety. Drivers of 1930 model automobiles must use 1930 driving tactics. With a little brushing up, the average driver today can go safely and comfortably wherever he chooses. The fundamental rules of safe driving are very simple. By observing the following rules and others which individual experience dictates, motorists will greatly improve driving conditions for everyone:

"Always drive so that you have room to stop safely within the distance you can see clearly ahead.

"Never pass a car on a curve and especially never pass one when approaching the brow of a hill.

"Drive on the right hand side of the road. Where white lines divide the roadway, respect the line.

"If a fellow motorist signals to pass you, give him the courtesy of the road. Don't race.

"Never drive when under the influence of liquor.

"If you intend to stop or turn, or to take any unusual action, warn those following and approaching you by appropriate signals."

Automobile Motor Is Used in Airplane

The first airplane type motor to be used in an automobile, one which has already flown an airplane, appears in the new line of cars brought out by the Franklin Automobile Company of Syracuse for 1930.

Two steps, according to P. E. Frost, district manager for New England, bring the air-cooled automobile motor which the Franklin company developed in 1901 down to its most modern form as represented in aviation. The motor develops 95 horsepower, and is said to operate in the ranges from 60 to 80 miles an hour with increased smoothness of torque and power.

To prove the airplane efficiency of the new Franklin power plant, a flying exhibition was staged recently at the municipal airport of Dayton, O. One of the new Franklin engines was installed in the chassis of a Waco plane by the Johnson Flying Service of that city. With newspapermen and technical engineers as observers and E. A. Johnson at the controls, the plane, powered by the air-cooled Franklin engine, maneuvered throughout the day above the field. The motor responded to every demand of the pilot, delivering great power in both high altitudes and low.

AUTOMOBILE SHOWS BOOST PRODUCTION

Figures for Seven Years Show Aftermath of Buying

The influence of automobile shows on the production of cars is shown rather conclusively by the figures released through the United States Census Bureau and the Dominion of Canada Bureau of Statistics. Covering the period from 1922-1929, there are only two high production months which appear twice as the peak period for both the United States and Canada.

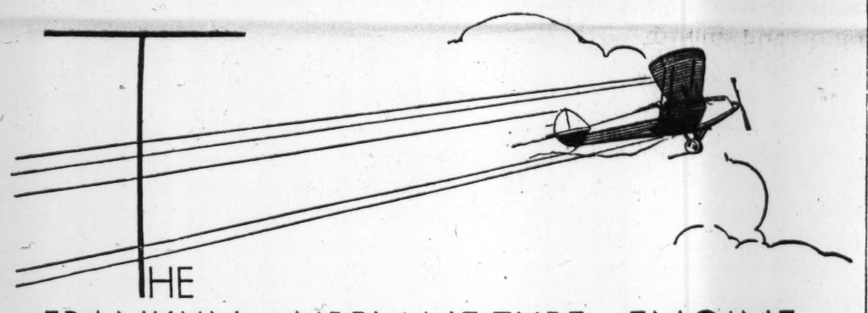
In 1923 there were made and assembled in the two countries a total of 4,180,450 passengers cars and trucks. The peak month was May with a total production figure of 414,256 vehicles. In 1927, the figures for the year shows a total of 3,580,380 machines, while the peak month, which again was May, totaled 431,356.

The production for 1922 was 2,646,229, while the peak month was June with a total of 289,945 cars and trucks. During the year 1924 a total of 3,737,786 cars and trucks were produced with March holding the high monthly mark of 400,858.

The year 1925 figured up to 4,427,800 motor vehicles. In that year October was peak month with a mark of 457,091. Just 4,505,661 cars were sent out of American factories during 1926. April figures were the highest: 460,338. And in 1928, 4,601,130 cars were produced with 492,543 in August, the high monthly total for the year.

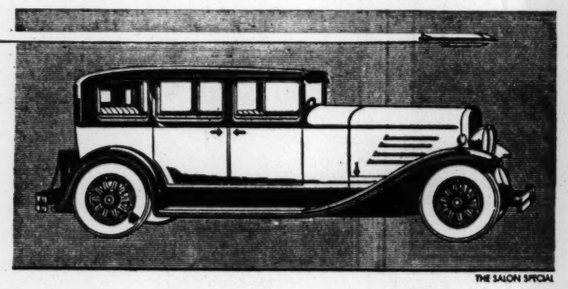
The estimated total production in the United States for 1929 was 5,650,000 passenger cars and commercial vehicles. According to the United States Chamber of Commerce report, the high water mark was reached in April with 573,303 units released from the factories.

An analysis of the production figures from 1922-1929 inclusive shows that twice April and May were the peak months. June, May, October, March, and August totaled highest once each. With the spring months the natural production periods, it seems rather unusual to see October and August leading the monthly procession. With all the major automobile shows it would seem that March should be the major month for 1930, but with the Ford drive on for this year we may again see October carry off the honors.



THE FRANKLIN AIRPLANE-TYPE ENGINE

HAS FLOWN AN AIRPLANE, CAPTURED DRAMATIC ROAD RECORDS, DELIVERS THE MOST POWER FOR CYLINDER CAPACITY OF ALL AUTOMOTIVE POWER PLANTS



Amelia Earhart successfully flew the Atlantic. Air-cooled power made this flight possible.

THE SALON SPECIAL

SEE THE 1930 FRANKLIN AT THE SHOW

So new—so far ahead is the 1930 Franklin engine, that it unquestionably affords the greatest advance in motor car performance of the past decade. Developing tremendous power, speed, stamina and endurance—which have enabled it to sensationally FLY AN AIRPLANE—this airplane-type engine ushers in a new era of airplane performance in motor cars.

The first to vision the possibilities of an airplane engine in an automobile, Franklin engineers have so designed this engine that it delivers the greatest power for cylinder capacity of all automotive power plants. . . . Equally far advanced are the brilliant body designs of the 1930 Franklin. Concealed running boards, embossed paneling, low hung doors, slender gracefully arched hood with belled horizontal louvres reflect a subtle smartness which only master designers could create.

After you see the Franklin at the Automobile Show plan to drive it. There is no other sensation in motordom as thrilling as piloting a car with an airplane-type engine.

THE FRANKLIN MODEL ONE-FORTY-FIVE INCLUDES THE FOLLOWING TYPES: THE PURSUIT, THE CONVERTIBLE COUPE, THE VICTORIA BROUGHAM, THE SEDAN, THE SEDAN DE LUXE, THE CLUB SEDAN, THE COUPE, THE TOWN SEDAN. THE MODEL ONE-FORTY-SEVEN INCLUDES: THE SPEEDSTER, THE PIRATE TOURING, THE PIRATE PHAETON, THE SALON SPECIAL, THE SEVEN-PASSENGER SEDAN, THE ROADSTER, THE LIMOUSINE, THE SEDAN-LIMOUSINE. PRICES RANGE FROM $2985 TO $3295. F. O. B. FACTORY. PRICES OF CUSTOM CARS RANGE FROM $3295 TO $3900. F. O. B. FACTORY

FRANKLIN

AIR-COOLED

Show Spaces, 7 and 11 Main Hall, 426 and 427 Balcony

FRANKLIN MOTOR CAR CO.

596 Commonwealth Avenue, Boston, Mass. OTTO A. LAWTON, President

New Beauty
Lowest Prices Ever

See the new Ford bodies at our showroom, and let us arrange for a demonstration.

T. C. BAKER CO.

Authorized Ford Dealer

2 Boylston Street, Brookline Village
BEAcon 5200

An interesting and important letter from Mr. Lawrence P. Fisher

President of the Cadillac Motor Car Company concerning

The New Sixteen-Cylinder Cadillac

CADILLAC MOTOR CAR COMPANY

DETROIT, MICHIGAN

CADILLAC AND LA SALLE MOTOR CARS

Office of the President

January 14, 1930

Mr. A. L. Danforth,
Cadillac Automobile Company of Boston,
Boston, Mass.

Dear Mr. Danforth:

The new sixteen-cylinder Cadillac which was shown for the first time at the 30th National Automobile Show (New York) will be exhibited at the Mechanics Building, Boston, January 18th to 25th.

The new car is called the "Cadillac V-16" because no name other than Cadillac would be fitting or adequate.

Please inform all Cadillac and La Salle owners that the "Cadillac V-16" will be an addition to Cadillac and La Salle eight-cylinder lines, which Cadillac will continue to produce with the same care and precision which has always characterized Cadillac manufacture.

This sixteen-cylinder Cadillac has been in process of development by Cadillac engineers and designers for more than three years. It has been subjected to actual tests for hundreds of thousands of miles under all available road and climatic conditions. So there is not the slightest doubt as to its extraordinary capacities, its almost magic ease and efficiency.

It has long been the desire of Cadillac and General Motors to build a few cars each year highly individualized and of supreme possibilities.

Cadillac and La Salle V-type eight-cylinder cars have achieved such a degree of perfection that any advance in engineering design that will improve upon their performance must be revolutionary. The ideal has been brilliantly realized in the new sixteen-cylinder car.

It is natural and logical that this sixteen-cylinder Cadillac be of V-type design. In the past fifteen years Cadillac has demonstrated the unquestioned superiority of the V-type engine in the Eight. It is proved again most impressively in the "Cadillac V-16".

The "Cadillac V-16" will be custom-built—the very ultimate in luxury, comfort and security. It will be serviced with an intimacy and continuousness of contact of which the public has had a foretaste in Cadillac and La Salle.

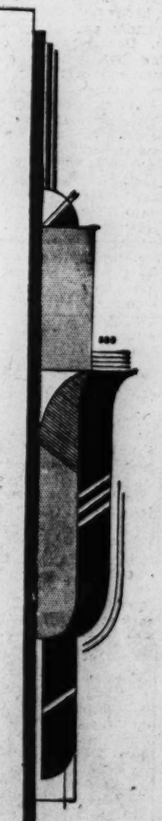
Each car will be built in the matter of power and speed to meet the wishes of the owner.

Cadillac has the confident expectation that there will be nothing in America or the fashion centers abroad to compare with the "Cadillac V-16". We believe that it will take its place in every home enjoying the utmost which can be attained in exclusiveness and desirability.

Very truly yours,

L. P. Fisher

President.



Models of 1930 Long and Rakish, With Bulldog Power Under Hood

Swung Low to Ground With Smaller Wheels, Larger Tires and Hub Caps, the Ensemble Makes One Think of the Ultimate in Speed

The one thing which the American coachmakers have tried to build into the 1930 cars on display in Mechanics Building at the Boston Automobile Show is an impression of great length to connote immense power under the hood.

That they have succeeded is evident even in the lowest-priced model exhibited. This illusion of long, narrow lines is pleasing and in some cases the cars seem to stand out from the booths with a saucy look that dares the motorist to drive them during the coming year.

The wheelbase of the V-16 type Cadillac is 148 inches. One can realize just how long this is by comparing it to the Rolls-Royce which has 147 inches in the same type car. Like all the other cars at the show the Cadillac seems feet longer than is actually the case because the hood lines are longer than ever before in the history of the company. A long hood line sets the driving compartment back in the eye range, and when the "skyscraper effect" of the high body sides is taken into account, the motorist seems to be sitting in a car about 10 sizes too big.

Then again the wheels are smaller this year. Hubs of extreme size with oversize tires give the vehicles an appearance of being set low to the ground. The long, sweeping fenders make the cars look very graceful and add a speedy effect to the whole design which is in keeping with 1930 coachmaking practice.

Chief Thought Is of Length

The old streamline body is a thing of the past. The 1930 models have different planes for the eye to visualize. The first impression is one of great height from the radiator cap to the windshield. Then a sudden drop in the lines of the body pulls the thought of length back into the picture. With two color treatments to heighten the effect it is hard to tell just how long the vehicle really is.

Bringing the drive to the front wheels gives the motor vehicle designer a real chance to display his imaginative powers. The cars being set low in themselves the artists have used a full sweep from tip to stern. The wheelbase is longer than ordinary practive dictates and the danger of squattiness is overcome before it has a chance to creep into the picture.

Custom coachmakers are constantly trying to achieve something new in design. They realize that the line between the quantity job and the custom model is very narrow and each year it becomes harder to justify the high-priced car. Eight or ten years ago, when women were coming into the automotive world as active participants, body designers could inlay precious metal and woods and use gold, silver and bronze for accessories. Today all the ornaments in the world fail to attract if the power plant is not the very last word in speed.

Comfort for Passengers

There is a tendency in the 1930 cars to make the passenger compartments wider and more comfortable. Some of the front compartment seats can hold three people without crowding and with the extremely simple operating parts, there is no reason why more than two should not ride in front. Within a comparatively few seasons the front compartment looked like a hardware shop with all the levers, buttons and instruments set around it. During the last two years driving has become a comparatively simple matter with all unnecessary parts taken out from under the feet of the motorist.

In 1929 many of the manufacturers changed over their old standard bodies which had been a mark of distinction for years. Ford in particular, put a car on the road which was entirely different from the old standby. It looked somewhat squatty, but for the Ford, the cheapest car in the country, the body was very unusual. This year the factory designers have kept the original idea, but by changing the hood, widening the seats and making a few body changes, the 1930 model is smart enough for anyone to drive.

Design of New Engines Provides Bulldog Power

The belt line is seen on all the models at the Boston Automobile Show. It acts as a breaker to divide the color areas from conflicting and also gives the much desired two tone effect that looks so effective on the long bodies. Some of the automobiles have a beaded belting which runs all around the car from the front of the radiator on one side to the radiator front on the other.

In the front wheel drive car field, the Ruxton has entirely done away with the runnning board. The body, being set very close to the ground needs no additional step over which to enter the car at any point. The fenders have the full airplane sweep and are very graceful. This new type body seems like a hammock on the road, with a cradle effect that absorbs shocks automatically.

The peculiar part of the entire show at Mechanics Building this week is the impression of harnessed power in each car, while at first glance the motorist does not realize the radical changes in design for 1930. While wire wheels are no novelty, this is the first year they have been built in accordance with the best accepted practices of European coachmaking. Each different make has individual wheel designs made to blend with the entire body plan.

Altogether the cars for 1930 have followed the front wheel drive idea in swinging low off the ground, yet have kept the thought that the motorist for this year wants a combination of speed, precision, comfort, control and style without sacrificing any of the essentials. It would seem as though American body builders have made a long stride forward.

Long Hood Is Featured on 1930 Model Motorcars

The long hood is seen on most of the cars showing in Mechanics Building during this week. In line with other adoptions this is distinctively a European idea. Lanchester, Rolls-Royce, Minerva, Fiat, Renault, Sunbeam, Daimler, Hispano-Suiza, Lancia and other well-known European cars have that long, powerful appearance, which is the distinguishing mark of foreign cars. To compete with them in other countries, it has been found necessary to give the motorists of Europe what they want.

Plenty of Models Available

The cars this year have been built in series, with any number of models in each one. Some of these vehicles are 145 inches long or more, and to keep the car in proportion it has been found necessary to lengthen the hood. To get away from the set appearance of some long cars, the hood lines have been built up, the radiators widened and curved and the fenders made long and sweeping.

Five or six years ago Weymann, the English coachmaker and designer, produced a fabric top which could be rolled back without wrinkling. The little model he made for use in England was simply a junior edition of the American cars for 1930. The Stutz Motor Car Company was quick to see the snappy effect of this covering and used the Weymann top on some of their more exclusive vehicles.

The fabric top came into vogue on various American cars immediately after this time, and today there is hardly a car from the Ford to the Locomobile which does not use it in some form. On the big cars the Weymann top on a victoria landaulet is quite the smartest design that could be imagined. This fabric idea has been a big factor in the success of the new Chevrolet.

Lights have been utilized as an added feature by body designers for the new cars. Some models show pin lights on the fenders and torpedo lights on the front body posts. Others have lights on the running board to illuminate the interior of the rear compartment when entering the car. Inside the front roof line are decorative lights on the custom cars. And in the rear compartments are handsome bronze lights which blend most effectively with the rich upholstery.

Another interesting feature of the 1930 automobiles is the adoption of one design for all interior and exterior hardware. Door handles, trimmings, bumpers, hub caps and other exposed parts have a distinctive style motif. This shows very conclusively the search for new ideas that American automotive designers have been making during the last year.

One of the most noticeable changes in the cars showing at Mechanics Building is the return of the slanting windshield. Because of the "blind spot" effect it produced under the old method of construction automotive engineers decided against the general use of this form of glass. With the desire for very high speed it has become necessary to change the flat glass windshield and use the sloping idea which would not resist the wind. The old objection of wide posts has been entirely eliminated so that the vision is clear and unobstructed.

Oldsmobile Head Says Trade Pervades Land

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

LANSING, Mich. — The popular idea that the automobile industry is concentrated at Detroit, Mich., is not borne out by examination of its geographical distribution, according to T. W. Collins, general sales manager of the Olds Motor Works.

"The industry is widespread throughout the country and there is hardly a city, town or cross-road junction which does not receive some of the revenue derived from the automobile and its affiliated industries," he said.

"As the automotive industry has grown with stupendous force during recent years, it has spread out in every direction. At the present time there are nearly 90 automobile factory and assembly plants located in 36 cities and 29 states in this country. They stretch along the Atlantic coast from Massachusetts to Florida; touch the Gulf of Mexico; extend along the Pacific from Los Angeles to Puget Sound; honeycomb the Great Lakes district and dot the inland sections of the country through the South, middle West and eastern portions. These direct factory plants employ approximately 500,000 persons.

"About another 250,000 have earned their livelihood in parts and accessory plants, which likewise are scattered throughout the industrial sections of the country. Another 100,000 have been employed making tires for the millions of automobiles being operated. More than 3,000,000 other workers are to be found in the ranks of automobile and tire dealer personnels, supply and accessory shops, garage and repair shop employees, professional chauffeurs and commercial car drivers, gasoline and oil refinery employees and automotive financing and insurance firms."

NEW BEARING LACKS LINING OR BACKING

One of the most frequent causes that make necessary the removal of an engine from the chassis of a heavy-duty vehicle is the failure of babbitt-lined bearings, E. J. Hall, vice-president of the Hall-Scott Motor Car Co., said in addressing the northern California section of the Society of Automotive Engineers.

Experiments have led Mr. Hall's organization to adopt a copper-lead bearing composed of 25 per cent lead and 75 per cent copper which is cast by the centrifugal method. This bearing has no lining or backing, its structure being uniform throughout the shell.

CHALLENGING AGAIN!

Advantages that Challenge

Greater Power—Faster Speed—Quicker Get-Away—Added Economy.
Smoother Performance at all Speeds.
Even Greater Choice of Colors.
Four Two-way Shock Absorbers.
Richer Upholstery, Harmonizing Hardware.
Larger, Finer, Roomier Bodies.
Radiator Shutters, Electrolock, Starter on Dash, Electric Fuel and Oil Gauge.
Newly Designed Radiator, Fenders, Body Lines and Body Mouldings.
Glare-Proof Rear-View Mirror.
Disappearing Rear Window Curtain.

The NEW ESSEX *Challenger*

Challenging again! with even faster speed—with greater power—with quicker get-away—with a longer, bigger car—with an entirely new car throughout.

It challenges, too, in economy, in ease of operation and smooth riding—in good looks—in real value—in reliability and in price.

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. The car must please you in every way. It is so distinctly modern in all the things that count that you must want to own it.

The bodies are roomy. Three won't crowd the rear seat. There is room for your hat. You don't have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easy to steer.

It doesn't look like any other car. The radiator is different. The fenders are different and the wide variety of colors gives each owner practically individual choice.

And in price it challenges. When you know what the Essex Challenger is you won't be content with any less comfortable—less good-looking—more common car. You will know what smoothness means. You will understand the meaning of relaxed driving.

The sweeping challenge is for you to know the facts. It is for you to know that a thoroughbred automobile is available at a price all can afford.

IT REMAINS AT A PRICE *ALL* CAN AFFORD

Coupe $735 (with Rumble Seat $750) – Coach $765 – Standard Sedan $825 – Touring Sedan $875 – Brougham $895 – Sunsedan $995

Prices f. o. b. Detroit, Factory

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CHELSEA: Broadway Garage, Inc., 15 Fourth St.
CONCORD: Better Motors, Inc.
DEDHAM: Dedham Motor Mart, Inc., 17 Eastern Ave.
DORCHESTER: James T. Beckwith Co., Inc., 711 Columbia Rd.
EAST MILTON: E. E. Wadsworth, Inc., 424 Adams St.
EVERETT: Dean Motor Car Co., 87 Broadway
FRAMINGHAM: Hudson-Essex Co., 537 Union Ave.
FRANKLIN: Supple Motors, Inc., Summer St.
HYDE PARK: Thomas J. Halpin, 12 Central Ave.
JAMAICA PLAIN: Harold O'Neil, 379 Centre St.
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MILFORD: Milford Auto Station, 271 Main St.
NEWTON: Frank W. Lane, 399 Washington St.
NORWOOD: Robert W. Baker, 103 Central St.
QUINCY: Sylvester & Carson, 84 Washington St.
READING: Reading Motor Mart, Inc., Main St.
REVERE: The Luna Park Garage, 368 Ocean Ave.
ROXBURY: Hudson-Essex Co., 491 Blue Hill Ave.
SOMERVILLE: Hudson-Essex Co., 192 Broadway
STONEHAM: Stoneham Auto Sales, Inc., 450 Main St.
STONEHAM: Stoneham Garage, 452 Main St.
STOUGHTON: Gibson Hudson-Essex Co., 950 Washington St.
WAKEFIELD: Wakefield Motor Sales & Service, Inc., 550 Main St.
WALTHAM: William McKelvey, Inc., 173-175 High St.
WATERTOWN: Claflin Hudson-Essex Co., 32 North Beacon St.
WAVERLEY: Frank L. Harris, Inc., Waverley Square
WELLESLEY: Wellesley Motors, Inc., Colonial Building
WEST ROXBURY: Bellevue Motors, 1716 Centre St.
E. WEYMOUTH: Lincoln-Perrault Co., Broad and Madison Sts.
WINCHESTER: The Dean Motor Car Co., 605 Main St.
WINTHROP: Hudson-Essex Co., Winthrop Centre
WOBURN: McGilvary Bros., 233 Main St.

Speed and Dependability Stand Out in Newest of American Motorcars for 1930

Displays in Mechanics Building Contribute to Automotive Annals

Features Attracting Unusual Attention Include Engines of 16 Cylinders, Front-Wheel Drive, and Lower Bodies—Ford Exhibit Occupies One Entire Hall

At the Boston Automobile Show in Mechanics Building are seen more new models than at any other show in the history of the automotive industry in New England. Held two months ahead of the usual March dates, there is no question about the large number of new car sales this exhibition will influence.

For the first time in New England a 16-cylinder engine is shown in a car manufactured in this country. The Cadillac twin eight V-type power plant, powered up to 175-horsepower is typical of the desire to satisfy a certain group of motorists who want all the power that any automobile can stand.

Two front-wheel drive cars are on the floor of Mechanics Building attracting much favorable attention from interested visitors. These two models, the Cord and Ruxton, are absolutely new in design this year and represent an advance in automotive engineering which promises great things in the future.

Four cars which have always been powered by a six-cylinder engine are showing behind an eight-cylinder power unit. These cars, the Hudson, the DeSoto, the Dodge and the Oakland are splendid examples of applied energy in the low and medium price classes. The Dodge and DeSoto have simply added eights to their line of sixes, while the Oakland and Hudson are now definitely in the eight-cylinder group exclusively.

Line Named for Willys

The Willys is a new car named after John W. Willys, former president of the Willys-Overland Company. It is a six-cylinder job and is in the medium price class.

Ford is showing a complete line of motor vehicles manufactured under his name. For the first time in the history of the Boston show one line of cars has taken the entire space in Paul Revere Hall. Here we find Ford redesigned Model A passenger cars and trucks together with a complete line of tractors and aeroplanes.

Auburn this year at the Boston Show offers three new cars, one six and two eights. One eight has a maximum of 100 horsepower while the other generates 125. The six can hit 76 horsepower with no apparent effort. It is built on a 120-inch wheelbase. The eight has an overall length of 130 inches from wheel to wheel. A new type of clutch is said to give quicker acceleration. A special outlet permits the exhaust gas to escape without going through the regular muffler, thus giving additional power to the motor.

The new DeSoto priced at $1000 is now in production. It has an eight-cylinder engine and comprises seven body style—roadster, phaeton, sedan, de luxe sedan, business coupé, de luxe coupé and convertible coupé with folding top. All models except the roadster have the adjustable driving seat. The engine develops 72 horsepower. It has a downdraft carburetion, aided by gravity. Transmission is of the three-speed, selective sliding gear type, built in a unit with the engine. The body is low swung in accordance with the most approved 1930 designs.

Multi-Range Transmission

Chrysler has four distinct lines of cars this year, represented by 30 models, the largest line of cars ever shown by this company. For the first time a six-cylinder car in the "66" line, is exhibited, priced under $1000. Multi-range four-speed transmission is a feature of the "Imperial" in the "77" and "70" lines. Noiseless shifting is said to be possible at any car speed between the two higher speeds. Every model in the four lines is equipped with rubber engine mountings at four points. The new models have long, sweeping lines, high, wide radiators and "air-wing" fenders. All exterior plating is chromium finished.

The new Cord, front-wheel drive vehicle is shown in four models, a sedan, brougham, phaeton-sedan and cabriolet. They all have the extremely low-swung body which is distinctive of front-drive design. The drive on all these cars is off the front wheels. The engine, transmission and differential are built in one unit with the long drive shaft and rear axle eliminated.

The height of the Cord is only 61 inches as compared with 70 inches for the conventional rear-drive automobile. Inasmuch as the line of power is always in the direction in which the front wheels are steered and the bulk of the car is drawn, it is claimed that skidding is practically eliminated. One of the most noticeable features of the Cord is the closeness of the body to the ground and the long, easy swing of the entire vehicle. Another characteristic is the long hood, 46 inches in length. The front fenders have an unusual sweep, being 80 inches over-all. The Cord is powered with a 15-horsepower straight eight engine which is similar to the one on the Auburn 125.

Acceleration in Traffic

The Chevrolet for 1930 is claimed to have 76 distinct improvements which give it better acceleration in traffic, more power and a longer body effect very much out of the ordinary in low-price cars. Three new models are shown which have been especially built for the coming season, the sport coupe, sport roadster and club sedan.

Among the improvements are smaller wheels, larger tires, hydraulic shock absorbers on all four wheels, slanting non-glare windshield and easier action four-wheel brakes. Tests at the General Motors proving ground are said to show that the new brakes will stop the car traveling at 30 miles an hour in 2 2-10 seconds within 48 feet. The same six-cylinder engine used during 1929 is retained.

It has been improved to deliver smoother action and can develop 50 horsepower. The steering wheel has been set in a position which insures much greater comfort for the driver. Everything has been made more accessible in the driving compartment. Disk wheels are standard equipment on all models except the sport roadster and sport coupe.

Buick is offering 15 models in three different series varying in horsepower, wheelbase length and price. A new four-passenger roadster is exceedingly individual in appearance. Bodies on all new models are larger with lower roofs. Newly designed head and tail lamps are in keeping with the long, sweeping body lines. A graceful molding runs from the hood around the body on all these cars.

Brakes on the 1930 cars are of the servo-internal mechanical type, which are much more faithful in action than the ones used last year. Double acting shock absorbers take up the road shocks without effort. Front seats are adjustable to the steering wheel. Series "40" comprises six models, two types are in the "50" line and a range of seven styles is offered in the "60" class.

Individual Characteristics

The car which is attracting unusual attention is the Cadillac V-16 "super" model, shown for the first time in New England. This motor vehicle is exceedingly easy in action and can develop a range of power from 165 to 185 horsepower.

On account of the high price and the consequent small number of cars of this type manufactured, each model turned out will be made according to custom specifications, with distinctively individual characteristics. It is offered in 29 body styles, all built by Fleetwood. The interior of this model is in keeping with the Cadillac idea of luxury. The moldings are of burled walnut with the metal work of the most costly materials.

A decorative V-16 monogram is mounted on a chromium tie bar between the headlights. Covering the radiator front is a chrome-plated, meshed screen with a gold-leafed Cadillac emblem centered near the top. Fenders are long sweeping which accentuate the extreme wheelbase. The cylinders are cast eight in line, according to approved Cadillac practice. They are set at an angle of 45 degrees to get the most perfect balance and equally spaced power impulses. Two separate fuel systems feed each of the eight-cylinder blocks. Synchro-mesh shifting is provided to insure silent operation. The entire line consists of seven Fisher and 14 Fleetwood custom bodies for the Cadillac-LaSalle models.

Four Cylinders Retained on 1930 Ford Car Models

The new Ford cars are employing the same four-cylinder engine. The chassis has 103½-inch wheel base length. Wheels are much smaller with larger hub caps and tires. Rustless steel is used for all exposed metal parts, including the radiator shell, head lamps, hub caps, cowl finish strip and tail lamp. Front fenders are set higher, while the rear fenders sweep to a point two inches lower than last year. There is more leg room and driving space than in former models.

The new Fords are very snappy in appearance and give an impression of concealed power. They are furnished in a wide range of body colors from Kewanee green to Andalusite blue, with all the intermediate shades.

The Franklin is said to be showing the first airplane type motor ever used in an automobile. The new engine, like its predecessors, is air cooled, develops 95 horsepower and has an operating range from six to 80 miles an hour. Tests are shown which prove great acceleration power: from 5 to 25 miles an hour in 6.9 seconds; from 10 to 40 miles in 10.2 seconds, and from 20 to 50 miles in 11.5 seconds.

The new bodies for 1930 have a hood with an arched front in which are mounted vertical vanes which slenderize the appearance of the whole vehicle. The whole effect is set off by staggered horizontal louvres, hood and belt moldings and a military type visor. In line with the most approved French design, the Franklin automobile this year looks like a custom-made European model.

Color Combinations

Twenty-four body styles with more than 50 color combinations are offered by the Gardner Motor Company for 1930. The new models are extremely smart in appearance with the long, low lines that seem to call for great speed when needed. The fenders are long and sweeping. Bodies hang low and have a comfortable, easy motion on the road.

The interiors are finished in luxurious broadcloths and leathers. All the Gardners are equipped with four-speed transmission. Chromium plated exterior exposed parts are used as regular equipment. Power plants develop 70, 90 and 126 horsepower. They are all eight in line.

The new Essex is modernistic in tendency with the body and chassis built as one unit. The wheelbase is longer, the passenger compartments are wider and the whole vehicle is designed for more power and greater acceleration. There are eight body styles, standard sedan, coupé, touring sedan, brougham, phaeton, roadster and sun sedan. Every possible color combination is available.

The new bodies are steel with full insulation and silencer features. Exposed parts are chromium plated. The body belt lines and running board aprons are beaded. Hardware and trimmings are silver finished. Altogether these new cars have that snap and precision which the motorist today demands.

European Practice Followed

Dodge Brothers Corporation has four distinct series of automobiles this year. This is the most complete line in the history of the company. The new bodies are constructed according to the most approved European practice, with the bodies and chassis built together as one unit. They are lower than last year and have that full aeroplane sweep that gives the appearance of power so desired by everyone today.

The engine develops 76 horsepower. The construction is eight cylinders in line, with rubber insulation at the carrying points. The springs are unusually long, with the action controlled by four hydraulic double-acting shock absorbers. Down-draft carburetion is employed. The sixes are built along the same lines as the eights.

The du Pont line is unusually smart in appearance. There are seven models, all fashioned after the continental motif. The four passenger speedster model is said to be able to do 100 miles an hour without exertion at any point. It is called the Le Mans type car and is built in accordance with the fundamentals of a racing car used in the historic Le Mans road race. The new victoria cabriolet and the transformable berline have all the features of custom automobiles with just enough difference to make them all ready for the immediate purchaser.

Standard Shift Used on Four Speeds Forward

Durant is showing an entirely new line of cars. There are two chassis, one equipped with a three-speed transmission and the other with the four-speed forward transmission. The four-speed transmission employs what is termed as "standard shift" which means that the lowest gear is locked out and the reverse, second, silent third and direct drive top gear are in the same positions as reverse, intermediate and high in the three-speed forward transmission.

Distinctive to the Durant cars is the use of an improved plain tube carburetor with a positive acting device to provide quicker acceleration and an economizer, permitting operation on a lean mixture.

Two new Graham medium-priced eights are shown by the Graham-Paige Motor Corporation, in addition to the line of two sixes and two larger eights. The front end effect of these cars is in keeping with 1930 ideas of wider radiators and accessories, with a v-shape design, having the shell curved and lengthened across the core.

The standard six and eight use three-speed transmissions, while the special and custom eights and sixes employ four-speed transmissions. Rubber spring shackles, completely inclosed in metl are used at all points of the new eight and at the forward ends of both front springs in the sixes. These are said to be entirely new to the automotive industry in America.

For 1930 Hudson is showing an eight-cylinder job which is in keeping with the best traditions of this company. Two chassis are available, the de luxe types being mounted on a wheelbase of 126 inches and the standard models on a wheelbase of 119 inches. The coach, sedan, coupé, roadster and sun sedan are on the shorter chassis, while the larger chassis carries the touring sedan, seven-passenger sedan, brougham and seven-passenger phaeton.

Embodiment of Power

Set lower than ever before the new Hudsons are the embodiment of immense power, yet they carry a reserve force which is always at hand when needed. The body lines show a sweep from radiator cap to trunk rack which brings to mind the Belgian cars.

The new Hupmobile eight is the most powerful car ever built by the Hupp Motor Car Corporation. The engine is said to develop 133 horsepower. It employs down-draft carburetion which takes away the usual artificial effort when fueling the power plant. An entirely new feature in American cars is the use of radiator-cooled oil. European engineers have used this system, but the Hupp is the first on this side of the water to incorporate it in their passenger cars.

A section of the left side of the of the radiator core is partitioned off exclusively to reduce the temperature of the engine lubricant. Automatically controlled radiator shutters protect both the oil and water supply. In addition, a pressure release valve prevents circulation of the oil to the radiator until the proper temperature has been reached.

For 1930 the Lincoln cars embody several features which will appeal to the woman driver. The steering mechanism has been set so that a woman can turn the car easily in traffic and also can make her parking space without too much effort. The front left spring has also been made with a road shock damper which automatically takes up road shocks, permitting the entire vehicle to ride easily over the roughest highways.

Rich Upholstery Used on High Price Models

The Lincoln, being a very formal car, looks much the same as last year, except that some of the models seem much roomier than ever before, with a richness to the interior upholstery which looks to be the last word in refinement.

Two new lines of straight eights are shown by the Marmon Motor Car Company. The leader of the Marmon line is the new Big Eight, employing a 125-horsepower engine, which uses an exclusive double-dome combustion chamber which is claimed to give an increase of 10 per cent in power. Equi-pressure cable link brakes, another strictly Marmon development, are used on all models except the Roosevelt. Great length distinguishes the new Marmons. The "79" has an over-all length of 191 inches, while the "69" is 179¼ inches long.

The LaSalle line is distinguished by seven Fisher and six Fleetwood custom bodies. This year the LaSalle is a bigger, roomier vehicle, with much more power than ever before. Full molding effects are obtained by showing a contra line of offset color from the hood to the end of the body. To protect the upholstery a special treatment has been given to the fabric, which is said to be very successful.

For the first time in Boston the Marquette, the junior member of the Buick family, is exhibiting at Mechanics Building. The line comprises six models, a four-door sedan, business coupe, roadster, two-door sedan, phaeton and sport coupe. Front seats in the closed models are adjustable by turning a regulator handle, which may be done while the car is in motion. The engine is a six, developing 67.5 horsepower.

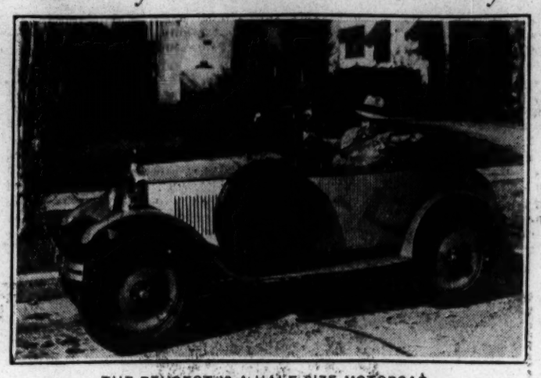
Three new Nash "400" lines—twin-ignition eight, twin-ignition six and single six—are showing for the first time in New England. The eight is powered by an eight-in-line, valve-in-head, nine-bearing motor with an integrally counter-weighted, hollow-pin crankshaft, aluminum alloy, invar-strut pistons and aluminum alloy connecting rods capped with hardened steel. This engine can develop 100 horsepower. It operates smoothly, easily and economically.

This is the thirtieth year that the Peerless car has been on the American market. For 1930 three entirely new straight eight cars are presented. The custom eight series generates 120 horsepower on a wheelbase of 138 inches; the master eight series can develop more than 100 horsepower on a 125-inch wheelbase, and the standard eight develops 85 horsepower on a wheelbase of 118 inches. The custom and master series have four speed transmissions and are equipped with mechanical "cable-controlled" four-wheel brakes and "finger-tip" control of starter, lights and horn.

The Oakland is powered by an eight-cylinder engine this year. The power plant is a compact, 90-degree, V-type motor, developing 85 brake horsepower or one horsepower to every 37 pounds of car weight. A lighting innovation is shown in the indicator lamps, mounted on the two front fenders. Patterned somewhat after the port and starboard lights of a ship, the openings in the indicator lamps spread the light over an angle of 180 degrees, making them visible from the front and sides.

For 1930 the Pierce-Arrow Motor Car Company is showing three groups of cars, instead of two as in former years. The junior member of the group is somewhat lower in price and smaller in size. These new cars are powered by a larger engine and have a silent gear shift which can accelerate swiftly and easily.

A 'Baby' in the Automobile Family



THE PEUGEOT IS A HALF-SIZE MOTORCAR

In Europe taxes on automobiles and fuels are extremely high. Most countries levy a tax in proportion to horsepower. This means that European automotive engineers must construct their motor vehicles so ingeniously that engines with a low rating can deliver enough power and speed to satisfy the ordinary requirements.

The "baby" Peugeot, designed and built in Italy, operates with the precision of a Swiss watch. The engine, constructed in the Peugeot factory, is a miniature eight cylinder job.

Radio Dial Joins Devices on Car's Instrument Board

One of the most interesting features of the Boston Automobile Show is the use of radio sets in many passenger cars on exhibition. These machines are built so compactly they form an integral part of the automobile and are no more noticeable than the speedometer on the dash.

Almost all the cars in the General Motors Company group are either wired for radio or else have instruments installed in them. Especially noticeable are the LaSalle and Cadillac, which have special attachments for comfortable and clear reception. These two cars for 1930 were especially designed with complete wiring systems so that the motorist could have a receiving set installed when desired.

The Dodge Brothers Senior Six and Dodge Brothers motorcoaches are also showing models at the show which have been planned for radio installation. The sets in these cars on exhibition are noticeably compact and convenient.

The closed models of the Chrysler "70" and "77" lines for 1930 exhibited in Mechanics Building are wired for receiving sets to be installed at the option of the purchaser. Both the Chrysler and Dodge Brothers are using the new atuomobile radio, the Transitone, which has proved practicable under the most exhausting tests.

Many of the cars in the $2000 class are wired for radio, but the manufacturers are making no special feature of this fact. They feel that the driver of any motor vehicle has quite enough to do when he attends to his car in traffic, and that listening to a radio is just another chance to draw his attention from the road. It is no secret that many of these men have registered only surface objections and will meet popular demand for radios before 1930 is many month old.

The cars at the Boston Show which are either showing radio equipment as standard, or else have been wired for receiving sets are the Marquette, Cadillac, Buick, Chevrolet, Pontiac, Chrysler, Oakland, LaSalle, Dodge Brothers and Stutz. On all the models shown the ease and simplicity with which road vibration has been almost totally eliminated is very noticeable.

The Delco-Remy automobile radio, manufactured by the recently organized General Motors Radio Corporation of Dayton, O., makers of the Day-Fan radio home receiving sets, is being installed in both the LaSalle and Cadillac together with other members of the General Motors Automobile Corporation group.

America is paying a record tribute to these two great cars—

700,000 *more* BUICKS in operation today than any one of the fifteen other makes in BUICK'S field!

Buick Marquette

$23,000,000 *invested* by motorists in *new* MARQUETTES during the few months this car has been on the market!

The proof of value is in the buying. America is buying BUICK and MARQUETTE! You, too, will profit by making BUICK or MARQUETTE your choice.

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WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM

THE HOME FORUM

The Art of Descriptive Writing

NEARLY two centuries have passed since Lessing refuted the doctrine that painting is mute poetry, and that poetry is a speaking picture. Painting, he said, describes; imaginative literature does not. Yet hardly had a generation passed before the great descriptive writers brought a new thing into literature, and made us aware of "description" as one of the elements in which a writer may excel.

From Wordsworth's time to our own there has been a succession of poets whose rendering of scenes from nature was a part of their sovereign power. Novelists like Hardy or Conrad could not be estimated apart from their faculty for describing nature; and, if we did not consider their word-painting, how could we place Thoreau, or W. H. Hudson, or Richard Jeffries, or even Colonel Lawrence? Critics are no longer content to ask whether an artistic narrative shows excellence in plot, characterization, thought and style; but they further ask: Is the author a master of description? Our estimates of Scott, George Eliot, Thackeray, Dickens, Meredith, Tolstoy, Stevenson, Hardy, Henry James, Conrad, Mrs. Wharton and a hundred others are not complete until we have decided how far they excelled or failed in this distinctive department of literature.

But the truth about this class of writing needs to be qualified, and I am prepared to maintain that Lessing was not in the main wrong, and that if only our novelists would realize in what way he was right we might be spared innumerable tedious pages in which most of them palm off upon us the wrong sort of description. If no mental picture is flashed upon the "inward sense" the effect of description is missed.

Now Lessing asserted that no writer can successfully introduce the specific method of the painter into the quite different medium of literature, and that here accurate description in imaginative literature always fails. The question is worth examining, for it may let us into the secret of the success or failure of different writers who have applied themselves to what is loosely called "description." Let us, then, recall the argument of Lessing. He takes a classic instance, a theme treated by the ancients in two great surviving works of art, in the one case in literature, by the poet Virgil, in the other case plastically, by one or more unknown sculptors. He examines these two works of art, detail by detail, and shows how the man of letters rejected the descriptive method appropriate to the sculptor, and how the sculptor rejected the intensity of action appropriate to the writer. Each, using his proper medium, sought to produce through it the utmost possible effect upon the reader or spectator. To attain this end, they were compelled to adopt different methods.

What is the fundamental difference? Briefly, a painting (or sculpture) is addressed to the eye; it shows us objects, lines, colors as related to one another in space, in a single moment of time. Literature, on the other hand, presents words which follow one another in a sequence of time. All the parts of a picture are shown simultaneously; the parts of a poem or novel are presented one after the other, and can only be held together by an imaginative effort. The "peculiar subjects of painting," Lessing maintains, are those "whose wholes or parts exist in juxtaposition," that is to say, "bodies with their visible properties"; the "peculiar subjects of poetry" are those "whose wholes or parts are consecutive," and these are—actions. Description, then, belongs properly to painting, not poetry; the latter deals in actions.

Is Lessing right or wrong? Is he right in saying that it is impossible for the writer to convey to the imagination the beauty of nature or the quality of a person by describing the parts of which the scene or the figure is composed? Remember, he does not say that there are no means by which the effect of natural beauty, or the impression of personal qualities can be conveyed in literature. He only says that it cannot be done by description; by enumerating the visible properties of a scene or a person. So far, he is surely right. But the point is that the words as they follow one another should grow into a single movement which the reader can intuitively grasp. A record of action—a changing object—can readily be grasped in this way. But Lessing would be wrong if he stated that only actions serve the writer's purpose. Any other vivid ideas which the imagination can at once absorb will serve just as well. Sometimes a mere catchword will do, because it carries with it familiar associations. A metaphor may do. An allusion to anything familiar will serve the purpose. So the vividness of the thing seen may be conveyed by allusion to sounds heard, or odors smelt, or even the crude taste of something in the mouth. At all costs the writer must put vitality into his scenes through the magic of stimuli which will set the imagination to work, just as a subtle odor in the air made the Promethean Chorus aware of a god approaching.

Let us take an instance or two, showing the wrong way and the right way. Here is a passage from Scott's "Ivanhoe," with which I have taken some liberties of omission. The beautiful Rebecca comes on the scene:

> "Her form was exquisitely symmetrical, and was shown to advantage by a sort of Eastern dress. . . . Her turban of yellow silk suited well with the darkness of her complexion. The brilliancy of her eyes, the superb arch of her eyebrows, her well-formed aquiline nose, her teeth as white as pearl, and the profusion of her sable tresses . . . all these constituted a combination of loveliness."

This is word-painting. But it is not literature. If an artist translated it into a picture it might be beautiful, but the catalogue in the telling leaves us cold. It presents no image of Rebecca.

But see how differently Meredith in "Richard Feverel" draws for us the pictures of Richard and Lucy meeting for the first time on the lake. She appears, a Miranda, radiant, with Prince Ferdinand at her feet. He sees her "swetly fair," on "a magic shore."

> "The wide summer-hat, nodding over her forehead to her brows, seemed to flow with the flowing heavy curls, and those fire-threaded mellow curls, only half-curls, waves of hair call them, rippling at the ends, went . . . down her back almost to her waist: a glorious vision to the youth, who embraced it as a flower of beauty, and read not a feature."

Prince Ferdinand was "also fair."

> "In his slim boating-attire his figure looked heroic. His hair . . . gave to his profile a bold beauty, to which his bashful, breathless air was a flattering charm."

It would be easy to quote scores of passages. But I will be content with a few sentences from the most moving chapter of "descriptive writing" that I have come upon in novels of the last few years. It occurs in "The True Heart," when Miss Sylvia Townsend Warner tells of a simple farm girl's journey by night in a wagoner's cart on a runaway adventure to London.

> The wagon jolts along over the lonely road. From her seat at the back she is aware of owls hooting, a rabbit squealing in the hedge, a gypsy encampment, dogs barking, tilth and pasture, an orchard, the smell of cows, cocks crowing, and trees.
>
> "Trees, Mysterious creatures that stay out all night. By day they have the character we give them. . . . But at night they regain themselves and become trees once more, assuming their full stature, their proper amazing shape—the trunk rising from the ground with the energy of a torrent, sweeping up to the release of boughs, arms too proud to seek after anything but air."
>
> The moon rises. "I am not really afraid," thought Sukey. "She was going back to London. . . . She must be patient. Another milestone, and more trees."
>
> In these truncated sentences I cannot hope to have conveyed the "descriptive" energy and beauty of this passage But they may serve to show that the effect was not achieved by word-painting—not by a literary picture, or description of "bodies with their visible properties." It is by trees that are alive, cocks that crow, cow-sheds with their acrid smell, the rattle of wheels, the presage of dawn, and the changing emotions of a girl sensitive to the world around her, that Miss Warner has provided so excellent an example of the right way to make us see.

R. A. S-J.

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January

For January I give you vests of skins,
And mighty fires in hall, and torches lit;
Chambers and happy beds with all things fit;
Smooth silken sheets, rough furry counterpanes;
And sweetmeats baked; and one that deftly spins
Warm arras; and Dousy cloth, and store of it;
And on this merry manner still to twit
The wind, when most his mastery the wind wins.
Or issuing forth at seasons in the day,
Ye'll fling soft handfuls of the fair white snow
Among the damsels standing round, in play:
And when you all are tired and all aglow;
Indoors again the court shall hold its sway,
And the free Fellowship continue so.

—FOLGORE DA SAN GEMINIANO (thirteenth century). Translated by DANTE GABRIEL ROSSETTI.

Forest Aisles

To go through those winter aisles of the forest is to know an elation foreign to the melancholy of November or to the first fall of the leaf. It is not the elation of certain days in February, when the storm-cock tosses his song among the wild reefs of naked bough and branch. It is not the elation of March, when a blueness haunts the myriad unburst buds, and the throstle builds her nest and calls to the South. It is not the elation of April, when the virginal green is like exquisite music . . . in miraculous suspense, nor the elation of May, when the wild rose moves in soft flame upon the thickets . . . nor the elation of June, when the merle above the honeysuckle and the cushat in the green-glooms fill the hot noons with joy, and when the long fragrant twilights are thrilled with the passion of the nightjar. It is not this rapture nor that delight: but its elation is an ecstasy that is its own. It is then that one understands as one has never understood. It is then that one loves the mystery one has but fugitively divined. Where the forest murmurs there is music, ancient, everlasting. FIONA MACLEOD, in "Where the Forest Murmurs."

Across the Hedge

This passer-by, a tall pit girl with a handsome, resolute face, stood behind the dark green hedge, and watched her. Perhaps to this girl, weary with her day's labor, grimed with coal-dust, it was not unlike standing outside paradise. Early in the year as it was, there were flowers enough in the beds, and among the shrubs, to make the spring air fresh with a faint, sweet odor. But here too was Anice in her soft white merino dress, with her basket of flowers, with the bluebells at her belt, and her half audible song. She struck Joan Lowrie with a new sense of beauty and purity. As she watched her she grew discontented, restless, sore at heart . . .

"She's inside the hedge," she said to herself in a dull voice. "I'm outside, theer's th' difference. It a'most looks loike the hedge went aw' around an' she'd been born among th' flowers, and theer's no way out for her—no more than theer's a way in fur me."

Then it was that Anice turned around and saw her. Their eyes met, and singularly enough, Anice's first thought was that this was Joan. Derrick's description made her sure. There were no two such women in Riggan. She made her decision in a moment. She stepped across the grass to the hedge with a ready smile.

"You were looking at my flowers," she said. "Will you have some?"

Joan hesitated.

"I often give them to people," said Anice, taking a handful from the basket and offering them to her across the holly. "When the men come home from the mines they often ask me for two or three, and I think they like them even better than I do—though that is saying a great deal."

"Oh, thank yo'," she said. "It's kind o' yo' to gi' 'em away."

"It's a pleasure to me," said Anice, picking out a delicate pink hyacinth. "Here's a hyacinth." Then as Joan took it their eyes met. "Are you Joan Lowrie?" asked the girl.

Joan lifted her head.

"Aye," she answered, "I'm Joan Lowrie."

"Ah," said Anice, "then I am very glad."

They stood on the same level from that moment. Something as indescribable as all else in her manner had done for Anice just what she had seriously desired to do. Proud and stubborn as her nature was, Joan was subdued. The girl's air and speech were like her song. She stood beside the hedge still, in her white dress, among the flowers, looking just as much as if she had been born there, as ever, but some fine part of her had crossed the boundary.

"Ah! then I am glad of that," she said.

"Yo' are very good to say as much," she answered, "but I dunnot know as I quite understand—"

Anice drew a little nearer.

"Mr. Grace has told me about you," she said, "and Mr. Derrick."

Joan's brown throat raised itself a trifle, and Anice thought color showed itself on her cheek.

"Both on 'em's been good to me," she said, "but I did na think as—"

Anice stopped her with a little gesture.

"It was you who were so kind to Liz when she had no friend," she began.

Joan interrupted her with sudden eagerness.

"It wur yo' as sent th' work an' the' things fur th' chold," she said. —From "That Lass o' Lowrie's," by FRANCES HODGSON BURNETT.

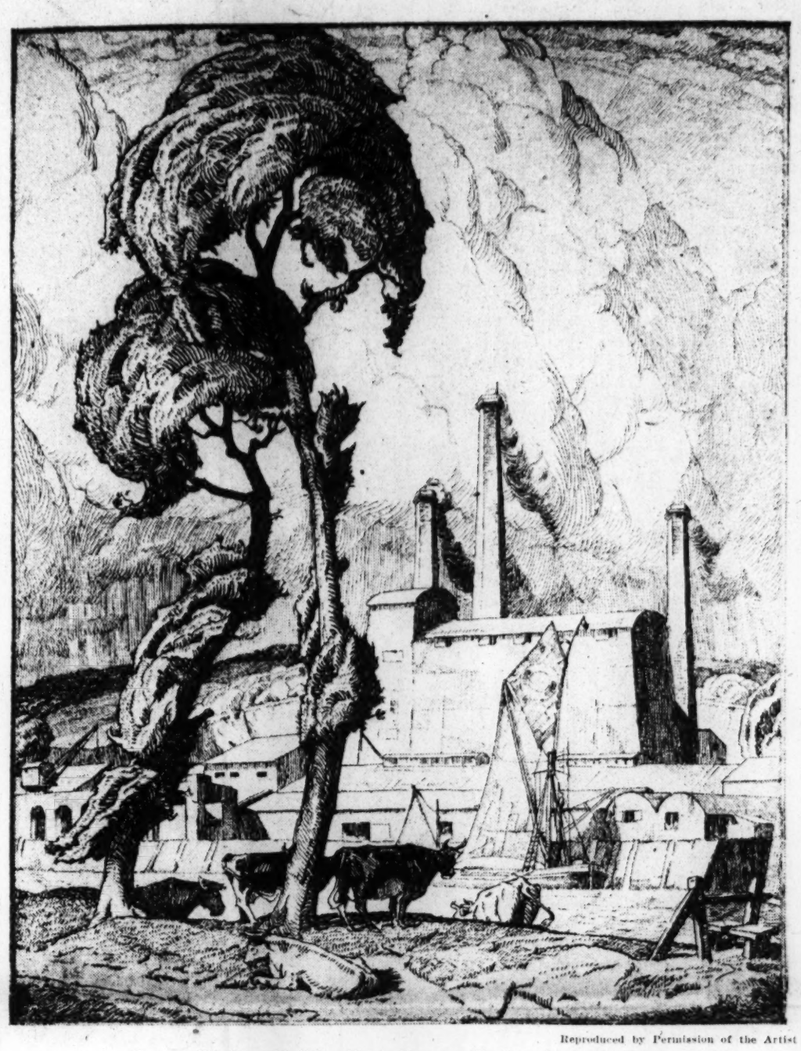
Color of Coral

No coral atolls here, no coral reefs beneath this northern sea, no fronded plants of stony white and rose. Only the wet, jagged sandstone of Sonoma cliffs, with fringes of mesembryanthemum, or sea-fig, hanging like ragged scarves over their wind-swept shoulders!

The sun, a coin of Roman gold, hangs low over the Pacific Ocean, this late afternoon in December. A belt of haze catches the shining disc and pulls it into weird shapes, like a Japanese lantern. Its color changes to orange, then to a fiery crimson, almost as brilliant as the port light on a ship. Afterward a coral sea replaces the familiar blue-green ocean.

Waves of rosy foam crash upon rugged headlands. The damp rocks are splashed with crimson; the glistening leaves of sea-fig are flushed with coral light. Flecks of cirrus cloud, high overhead, are shaded from cerise to ashes-of-roses. In every direction the ocean's crinkled surface takes on the color of coral, and this rich hue deepens in intensity where the sun-path approaches the sun. White wings of gulls flying home to roost are tinged with wild-rose pink. Bits of spray and bubbles of foam which the waves toss up are luminous with rosy light.

All the visible universe is coral—but only for a few minutes. The sun's enlarged, distorted disc is drawn down gradually into the radiant water. When its flaming tip disappears, the ecstatic colors vanish. Shadows, like arms of night, enfold ocean, headland and cove, and the marching waves wear cloaks of invisibility.



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Cement Works at Malling, Kent. From an Etching by Leslie Ward.

MR. LESLIE WARD is unconventional both in his choice of subject and in the angle from which he views it. But it is perhaps in his technique that Mr. Ward has most definitely struck out a line of his own. He sees no reason why the twentieth century should faithfully follow in the wake of its forerunner, and fear to venture upon new methods. On the contrary, he believes progress should be given free scope in this field as in others. He regards it as natural for a new age to follow other aims and seek fresh means of expression, and he works accordingly.

There is in Mr. Ward's prints freshness and vigor. He introduces new pictorial features in his own way, in which the workaday world of industry furnishes an unusual but decorative element. His "Cement Works" is an excellent example of his views and intentions. In this print various features combine to make a fascinating and harmonious picture. It is in the first instance an almost pastoral scene, with its group of cows beneath elm trees. Below a barge awaits its load of cement. Beyond three tall chimneys send their grimy smoke streaming toward the white wall of the lime deposits.

The grouping in the print is very engaging and the draftsmanship irreproachable. The technique answers its purpose better than would a more meticulous treatment—the artist has gained his point and aroused an expectant interest in his future work.

Hide and Seek

She passes down great terraces;
And all the flowers, as she goes,
Shatter their fragile chalices
On the sacred hem of her smooth clothes.

I hide behind some balustrade;
But let my peacock verse march out
Magnificently unafraid,
Rattling his irised tail about.

He bows his rainbow-feathered fez;
She but half sees him in her dream,
And passes down the terraces,
He, left behind, screams a great scream.

—S. FOSTER DAMON, in "Titled Moons."

גאנץ-איינשליסליכע רעפֿאָרם

(איבערזעצט פֿאר דעם „קריסטיאן סיענס מאָניטאָר")

אומקומען מעג היינט בעמערקט ווערען וויי, געוויסע ארגאניזאציעס ווערען אויפגעקומען מיט דעם צוועק פֿערשיידענע רעכטן צו פֿערטיידיגן, און שפֿעציעלע רעכטן צו גרונדזעצן. היינט, טעמפּ זיך אומעטיק, ווערען די אראָמנסטע, ווי אויך, ווערען שטענדיק אויף פֿרישע גערופֿן דורכגעשיקט. אין דער ווייטער צוקונפֿט ווערט עס אפֿשר אויך אויפגעשטעלט ווערן אַ ספּעציעלע רעכטן־אָפֿיס, וואָס וועט אויסשליסלעך זיך אָפּגעבן מיט דער אויסגאָבע פֿון פּאַטענטן אויף נייע אויסדענקונגען. אָבער זי האָבן נים אויך אַ נאָך מער פּערזענלעכע צוועק, נאָר שטופֿט זיך אָן אַז דו קאָנסטו אַליין נים ווילן אַרבעטן, ווילסטו אַז אַנדערע זאָלן פֿאַר דיר אַרבעטן. אַזוי גוט ווי דו ווילסט אַז אַנדערע זאָלן דיר גלויבן, אַזוי גוט מוסטו אויך גלויבן זיי. אַ מענטש קען נים ווערן גליקלעך, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו זיין גליקלעך. אַ מענטש קען נים ווערן פֿרייַ, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו זיין פֿרייַ. אַ מענטש קען נים ווערן ריין, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו זיין ריין. אַ מענטש קען נים ווערן פֿרום, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו זיין פֿרום. אַ מענטש קען נים ווערן ליבעוואַרט, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו ליבן. אַ מענטש קען נים ווערן ליבעוואַרט, ווען ער ווייסט אַז ער האָט נים אַ רעכט צו ליבן. דו ליבסט מחמת קיין שׂכר־טובֿ נים צום גערעכטן, דו ליבסט נים צום גוטן, דו ליבסט נים צום שיינעם. דו ליבסט מחמת קיין סיבה, ווייל דו ליבסט. ליבן איז נים קיין סיבה, נים קיין רעזולטאט, נים קיין פֿאָלגע. ליבן איז אַ פֿונקציע פֿון דער נשמה, ווי עסן איז אַ פֿונקציע פֿון דעם מאָגן. ווי דער מאָגן פֿאַרלאַנגט עסן, אַזוי פֿאַרלאַנגט דער נשמה ליבן. ווי דער מאָגן האָט הונגער נאָך עסן, אַזוי האָט דער נשמה הונגער נאָך ליבן. ווי דער מאָגן ווערט ווייטיק ווען ער קריגט נים צו עסן, אַזוי ווערט דער נשמה ווייטיק ווען זי קריגט נים צו ליבן. ווי דער מאָגן ווערט קראַנק ווען ער עסט צו פֿיל, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט צו פֿיל. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים גענוג, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים גענוג. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים דעם רעכטן עסן, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים דעם רעכטן ליבן. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים אין דער רעכטער צייט, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים אין דער רעכטער צייט. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים אין דער רעכטער פּלאַץ, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים אין דער רעכטער פּלאַץ. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דעם רעכטן מענטש, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים דעם רעכטן מענטש. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים אויף דער רעכטער וועג, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים אויף דער רעכטער וועג. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער כּוונה, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער כּוונה. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער פֿרייד, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער פֿרייד. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער דאַנקבאַרקייט, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער דאַנקבאַרקייט. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער אָפּענהאַרציקייט, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער אָפּענהאַרציקייט. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער אָפּענהאַרציקייט, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער אָפּענהאַרציקייט. ווי דער מאָגן ווערט קראַנק ווען ער עסט נים מיט דער רעכטער אָפּענהאַרציקייט, אַזוי ווערט דער נשמה קראַנק ווען זי ליבט נים מיט דער רעכטער אָפּענהאַרציקייט.

אָבער פֿועלט מענטשן בעסטאַנדען דוקע לעתהע אלם אונבאראַכטיג. זיי מענטשן אז דורך אזא אופֿהאנדלונג, וואָרענען זיי נקוואָרען שלעכט בהאַנדלט. אָבער זיי עס אין זיי־נען די וועלטער פֿון קרימעס ינקום נעם וויי־נעגיגער בעשׂתהעגד, אין דיוטריק, סיי ועמס סיי אין דער צוים ווען ער האָט זיי גאָר צום קרשטען אויפֿגעדרוקט, אין אין אונזער צוים קרימעס אונטערדרוקט, שען סויעם דאָס די רעליגיע וואָס קרימעס יעזוס האָט געלערנט אין גאָר פֿראָפּ־סוס, גאָר אויך דער אויבערגיגער סוסעל זיי אזוי בייזוקומען שלעכטעס אין אלגעמיין.

צוואַמען מיט דעם בעזעמל, די זאָלסט ליבען דיין חבר פֿונקם ווי זיך אליין, קען בערואַכט ווערען דער אויפֿמאַכער פֿר־קלעזונג פֿון מרס. עדדי ווי עס איז שרי־בען אויפֿן זייט 300 פֿון אירער בוך „וויסענשאפֿט פֿון געזונט מיט א שלוסעל צו די הייליגע שרפֿטען". „סיר בעפֿינען „Science and Health with Key to the Scriptures," by Mary Baker Eddy. אויס אז אין דעם וויסענשאפֿטלעכן שפֿר־ניגדוג פֿון נאָם מיט דעם מעג א מענטש ווען בעגעט אויפֿם בעשטעס אלעמען. אין דעם אַנאַנג פֿון אירער עפֿענטליכער קאריערע איז מיר־ בייקער עדדי, די שרייבסקרין פֿון דיזען בוך, עפֿשאַנען אויפֿער אלײַן אין אירער וויסענשאפֿטלעכן בעגרוף פֿון דעם אמת פֿון קוינסטען. אָבער זי האָט נים אירער מוטה שרלאָרען אין אירער שרעקוג־ליכער בוכטל קלאָר צו שרייבסטען, אין זי האָט נים בעווסט־זין אין אירער אויפֿגעקם לעכטן די גרונ־סע קראַפֿט ווען זי וואָהרהיים שווינקט ווען זי ווערט פֿרשטאַנדן אין דורכגעזיהרט. זי אלײַן זאָגט ווינקען אירער לעכטעס־אר־בייט אין אירער לעכטעסקעפּיכער ווען זי האָט אליין פֿרשטאַנדן, מיט דעם נאַמען „פֿרינציפּיעס פֿון בעסטאַנדיגן לעלכסט־אויסדרוק־ליכקייט." (30:

דער מאַנוו פֿון מיין קרשטע אר־בייט איז קיין מאָל נים בעגעגרעט געווארען. דיזער מאַנוו איז נאָכדעם שרשלאָסטן אין דעם פֿרלאָג צו שרלקעגערן די שמערן פֿון דער מענשהיים דורך א סאָציאַרישע סיסטעם ווען זאָל אויסשליסלעך אלע מאַרשלעג אין רעליגיוזישע רעפֿארם." דיזע גרויסהאַנדי־גע צוויק האָט זי בעקענט דורכצוהרען נאָר דערפאר ווייל זי האָט פֿרשטאַנדן אז די לעתהעק פֿון יעזוס האָט אויפגעשלאָסטן אלץ ווען איז נוטיג צו בעקומען דורכצוהרען ווילל דאָס הויפּט די פֿלויס, אין שלעכטעס אין אלגעמיין.

די נאַטאַלאָגער פֿון קריסטשען סויעם, די וועלכע נעמען נאָך דעם סוסעטער פֿון זייער פֿרהרערין, מרס. עדדי, שפֿרעכען דן אויפֿצו־מאַכן נוטעס פֿאר דער מענשהיים, זיי האָבען צו פֿרקלעגערן שמערן, אין זיי האָבען אויך די פֿלויס אַנצוגרייפֿן אין בעגרלייכן פֿרקערבונגען, אין אמתע פֿאַרפֿאַסונגען. לאָז נאָר אויפגער זיין חבר לי־בען אזוי ווי עס באלד בעווינען ווערען אז דער יעזער ווען זיין חבר בעדינגען, אין קיין מאָל זיך נים אפֿקערען פֿון אים ווען ער פֿאַלט אין שלעכטע נים צום גענוגען. דערפֿאר ווען ער שטעלט אים נים אפֿקערען פֿון אים ווען ער פֿאַלט אין שלעכטע נים צום גענוגען. דערפֿאר ווען ער שטעלט אים נים אפֿקערען פֿון אים ווען ער פֿאַלט אין שלעכטע נים צום גענוגען. דערפֿאר ווען ער שטעלט אים נים אפֿקערען פֿון אים ווען ער פֿאַלט אין שלעכטע נים צום גענוגען.

All-Inclusive Reform

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

ON EVERY hand today may be observed organizations designed to abolish specific wrongs and to establish specific rights. The causes of labor, of education, of charity, the cause of the weak and oppressed, including animals, are being considered to a greater extent than ever before, and in their favor is being expended a vast treasure. All large cities in the world contain groups of earnest people who are endeavoring to translate Christianity into practical terms by the amelioration of conditions along definite lines. Sometimes a sense of confusion may creep in, because the objects craving support are so many and varied that there is difficulty in deciding where to bestow philanthropic effort to the best advantage.

Now these strivings are in the right direction, and should not be discouraged. Unitedly, they express the best thought of the times. Each and all are useful, pending the time "till we all come in the unity of the faith, . . . unto a perfect man, unto the measure of the stature of the fulness of Christ." Yet the fact remains that Christ Jesus, the great Way-shower, did not direct the energies of his followers into any specific line of endeavor. In his day there were burning questions engaging the attention of the Jews. Besides the problems of poverty and oppression, there was the pre-eminent desire of the Jewish heart for deliverance from the Roman yoke and for the restoration of their land to the Jewish nation. Yet Jesus forbore to make issues of any of these things. He saw that to strike here and there at the hydra-heads of evil would not accomplish anything permanent. To destroy the belief in evil was what he sought to do; and his method of doing this, so simple that it was not generally accepted then and has never since been fully accepted, was contained in his teaching of the supremacy of divine Love.

Paul perceived the mighty import of this truth. In his epistle to the Romans he expounds the letter of the Hebrew law, as set forth in the Ten Commandments, eloquently impressing upon them the fact that love spontaneously fulfills the law. He writes: "For this, Thou shalt not commit adultery, Thou shalt not kill, Thou shalt not steal, Thou shalt not bear false witness, Thou shalt not covet; and if there be any other commandment, it is briefly comprehended in this saying, namely, Thou shalt love thy neighbour as thyself. Love worketh no ill to his neighbour: therefore love is the fulfilling of the law." In the thirteenth chapter of I Corinthians, Paul pursues the same theme in an even loftier strain. He seems to assume a readiness on the part of the Corinthians to receive spiritual instruction, a state of consciousness which finds active expression in wisdom, good deeds, and self-immolation.

Many, however, still think this teaching impractical. They argue that to regulate one's conduct on this basis would inevitably expose one to abuses. Nevertheless, Christ Jesus' words are no less unmistakable and imperative now than when first uttered; and in our day, Christian Science is showing that the religion taught by the Master is not only practical, but the only entirely practical means of overcoming evil.

Along with the command, "Love thy neighbour as thyself," there may be considered the simple statement on page 206 of "Science and Health with Key to the Scriptures," "In the scientific relation of God to man, we find that whatever blesses one blesses all." At the outset of her public career, the author of this book, Mary Baker Eddy, was alone in her scientific understanding of the truth of being; but she persisted in endeavoring to elucidate the Bible and proved in her own experience the dynamic power of Truth, when understood and lived. She herself said of her life-work in her autobiography, "Retrospection and Introspection" (p. 30): "The motive of my earliest labors has never changed. It was to relieve the sufferings of humanity by a sanitary system that should include all moral and religious reform." This tremendous purpose she was able to carry out because she understood that Jesus' teachings include whatever is necessary for overcoming the world, the flesh, all evil.

Following the example of their Leader, Christian Scientists labor for the good of humanity, for the relief of suffering, and support whatever stands for civic righteousness and true patriotism. Let one but love his neighbor and he will be found ministering to that neighbor, never standing coldly aloof because the latter's views and his own may not precisely coincide. Christian Scientists rejoice in the clear apprehension that whatever the present-day need may seem to be for outward service and human institutions, *the love of God, reflected in love to our fellow-men, does* indeed "include all moral and religious reform."

[In another column will be found a translation of this article into Yiddish]

Another Beauty

Here on this bank, now crusted white with snow,
Fern fronds were thick, and slanting sunlight made
A golden pattern on the moss below,
While dreams kept house with summer in the shade.
Yet we are not entirely dispossessed!
Wind jingles crystal on the glassy eaves
And lilac bushes wear a feathery crest—
Another beauty follows after leaves.

Winter, that draws a frozen arc around
Farmhouse and field, but strengthens the repose
Of all that waits and slumbers underground.
Among us now a closer kinship grows.
Let us give thanks for certitude that sees
Ungathered harvests bountiful as these.

LESLIE NELSON JENNINGS.

Summer in the Breede Valley

(Cape Colony)

"Summer is icumen in." And what a time it was in coming. Spring's sojourn was unusually lengthy, but summer was not to be denied. It has now settled in the fertile valley where is cradled the beautiful Breede River. The veld blooms of early spring with sprightly dance have ended their brief revels. Their successors, less delicate in tint and texture, but more showy, scattered themselves in riotous abandon over hillside and valley. The most aggressive and delightfully so were the starlike "vygies" that were spread out, like carpets that Hassam loved, in complex color pattern.

The lament of spring's departure has given way to the ecstasy of "Hail" to summer's advent. As a set-off against heat, early summer yields glorious garden flowers in bewildering profusion, with promise of later luscious fruit. Now, too, all the trees have dressed themselves in greens of various shades.

The authentic note of summer is felt, and its essence is poured out in a flood of joy. In early morning and gathering twilight birds proclaim the season, and with their orchestra is mingled the long-drawn-out violin note of bees on the wing and the double-bass boom of the bumblebee.

In the hot, shimmering noontide air, valley and hill, kloof and krantz sing of summer and sunshine. The ancient rune of the Breede River, that meanders through a vine-girt countryside, is borne along over the bowlders by a gentle breeze like vespers from some sequestered cloister. At departing day the sun seems to linger in the west as if lolling on a couch, languorous after the day's toil.

In the mellow radiance of eventide, with its fugitive hues of amethyst, sapphire and topaz, the Langebergen, so velvety blue, are canopied against the sky like half-ruined ramparts of some once enchanted castle. The songs of day are done. "Hymning night" enfolds the landscape. The stars shine forth in pomp. A thumbnail moon hangs low over a mountain peak like a silver tiara on the head of a proud beauty.

Silence, that was before the winds were made and earth had received her form, holds the world in thrall and lulls the heart as a mother's song soothes her child. Summer has come, bestowing lavishly and impartially treasures of peace and beauty —priceless gifts to a grateful heart.

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By MARY BAKER EDDY
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PRICES RULE IRREGULAR IN QUIET MARKET

Buying Incentive Lacking and Trading Volume Is Only Moderate

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NEW YORK—Familiar stock market scenes were re-enacted in a rather dull session. The same old irregular opening, early recession as the bear party attempted to dislodge stocks through pressing down Steel common and other leading issues. Reduction in trading volume on the decline and final abandonment of the effort, and a short covering rally in the last hour or two gave market observers little to interest them and still less of a clue to the immediate future.

The turnover fell below 2,000,000 shares and prices were irregularly higher at the close. Bonds were a trifle soft except in the foreign section, which continued last week's advance. Wheat and cotton were sluggish.

The market was shot through with special movements, not particularly related to the market as a whole. National Bellas Hess stocks rose in conjunction with reports of a change in management. Fox was erratic as usual on the filing of a new receivership petition.

Other amusement stocks were active and mostly higher. Among the specialties to advance were Crown Cork, Loew's, Keith, Timken, United States Rubber, Keith, Warren Bros., Western Union and Bullard. American Zinc & Lead, which rose sharply last week, was strong again.

Outstanding stock is scanty and the price for stocks with small floating supply moves upward easily on small buying in this market.

Easier Money Trend

On account of its behring on discount rate policy, the reduction in commercial rates today was perhaps the most important development. The commercial paper market, long in a dull state, has been active in the last week or 10 days and prime names moved today at 4¾ per cent, compared with 5 per cent rate heretofore quoted.

Large dealers are of the opinion that rates will not advance, but that on the contrary a decline of one-fourth of 1 per cent is probable. Should the commercial paper rate weaken to 4½ per cent, and the bill rate become established slightly lower at 3¾ per cent asked for 90-day maturities, the logic of the situation, under the old standards, at least, would call for a reduction in the New York Federal Reserve bank's discount rate to 4 per cent.

Foreign exchanges were little changed, in the face of an easier trend to money here. London is evenly divided on the question of a lower Bank of England rate this week. A lower rate would, of course, heighten expectations of a reduction here, if, indeed, action on both sides of the water were not simultaneous.

The only feature of the foreign exchanges was another drop in Spanish currency in the face of reported shipment to London of about $20,000,000 in gold, sent for support purposes.

Trade Improvement Noted

Business news was of no great importance. However, it is noticeable that the feeling of improvement in trade is growing in Wall Street. No one close to the position of individual companies has yet mentioned anything to make him lose his restraint, but talks with directors of industrial corporations reveals distinct improvement here and there.

If the recovery continues for a few weeks longer, the present uncertainties would quickly disappear and the ground work would have been done for a sustained rally in security prices. Such increase in orders which has come to manufacturers may be largely rebound from too much contraction at the end of the last year, and while it is too early to conclude that the corner already has been turned, the better feeling among business men is unmistakable.

Confidence in the future of business has a great deal to do with maintaining commodity prices. Money is plentiful and cheap for stock market purposes, but credit for business uses is still comparatively dear.

Commercial paper rates are not far from where they were during the greater part of last year. With trade unsettled, and with a convincing lack of desire on the part of the public to speculate, it is highly doubtful if an all-round lowering of interest levels would start up another bull market.

TRADE RECESSION CHECKED SOON, SAYS HARVARD SERVICE

"With underlying conditions sound, we believe that the recession in general business will be checked shortly and that improvement will set in during the spring months," says the Harvard Economic Society in its current weekly letter.

"The year opens with business recessions far advanced, money easing and security markets somewhat stronger Export trade is impaired, and retail trade has undoubtedly yielded in some measure, though it still appears to be maintaining a fairly high level.

"The process of business readjustment is clearly not yet completed, but there are indications that the severest phase of the recession is over; and the next two or three months will probably see greater activity in some lines of production and stabilization of wholesale commodity prices."

GOLD SHIPMENT FROM JAPAN NOW RUMORED

TOKYO—Report is current here that the National City Bank plans to ship a total of 21,000,000 yen gold to New York, of which a first consignment of 4,000,000 yen is leaving Yokohama aboard the S. S. President Jackson sailing Tuesday. The office of the bank in Tokyo refused to comment on the report. Other foreign banks also are reported as possible shippers of metal in the near future, but no confirmation is obtainable.

Popular opinion in Japan seems to feel that the banks which are shipping metal are not exactly "playing the game." Yokohama Specia Bank is quoting yen at 49⅜ but is refusing to sell at that level except to meet requirements of merchants and business enterprises. Current rate for yen in the open market is 4900.

Inquiry at local offices of National City Bank brought the information that no word has been received from their Yokohama offices of the intention to ship gold to New York. Should such a transaction be arranged, it was said the bank here probably would not be notified until date of shipment.

CELOTEX SALES GAIN

CHICAGO—Celotex Company's net sales for the year ended Oct. 31, 1929, were about $10,317,000, compared with $8,979,859 in the previous year. Shipments totaled about 332,000,000 square feet, compared with 287,409,063.

BRITISH RAYON PRICE CUT

LONDON—British Celanese, Ltd., has reduced yarn prices 1s. a pound for important deniers.

MONDAY'S TRANSACTIONS ON THE NEW YORK STOCK EXCHANGE

Closing Prices

1929 Range High	Low	Div. in $		Sales	High	Low	Last Jan. 20	Last Jan. 18
54⅞	23½	4f	Freeport Tx	200	40	39¼	39¼	39½
			—G—					
237⅛	5	..	Gabriel A	100	6⅜	6⅜	6⅜	6⅜
123½	75	4t	Gen Am Tk	400	101⅞	100⅜	101⅛	100⅞
61	42¼	4	Gen Asphalt	400	50⅛	50⅜	50⅛	50⅝
94⅝	42¼	..	Gen Cable	1400	30	28	29⅛	28⅞
65	35	..	Gen Cable A	100	69	69	69	69
120⅝	63⅜	4	Gen Cable pf	100	103⅛	103½	103⅛	103⅛
107⅛	102	7	Gen Elec n wi	10500	61⅞	61¼	61⅜	61⅜
83⅛	35½	..	Gen Elec	3700	247	243¾	245¾	244⅞
403	168⅛	6	Gen Elec Sp	2300	475	466	470	470
11⅜	3	..	Gen Foods	500	66	64½	64½	66
81⅝	35	3	Gen G&E A	100	8	8	8	8
112	59⅝	1½t	Gen G&E 5%	10	101⅛	101⅛	101⅛	..
116½	99	8	Gen G&E 8%	20	118	118	118	..
135	111⅛	8	Gen Motors	16000	295⅛	285¾	289⅝	289⅝
91⅝	73½	7	Gen Mot 7%	300	118	118	118	118
126½	112	6	Gen Pub Svc	400	34⅝	34	34	34
88	20	6	Gen Ry Sig	200	91	89⅞	91	88½
126½	70	5	Gen Ry S pf	20	102	102	102	102
106½	90	4t	Gen Refrac	200	73½	72	72	71¾
88½	30	5t	Gillette	2500	104½	102¼	104	104
143	80	..	Gimbel Br	2500	12⅝	11½	12	..
58¼	10¼	..	Gimbel Br pf	800	31½	31	31½	31⅜
61⅜	26	2t	Glidden	500	13⅞	13	13⅝	13⅝
82	31½	..	Gobel (Adolf)	100	43⅜	42⅜	42½	43¼
105⅜	60	5	Gold Dust	10100	43⅜	42⅛	42½	42
82	31½	..	Goodrich	500	62⅝	62	63½	62½
105⅜	60	5	Goodyear	1000	61	60	61	60⅝
154½	87	7	Goodyear ipf	200	93⅜	92⅝	93⅛	93⅛
104⅞	87	7	Gotham Hos	100	22	21½	22	21½
80	14	2½t	Gotham pf	10	73½	73½	73½	..
101⅛	68	..	Gould Ch A	400	11⅞	11⅝	11⅝	..
14	7	..	Graham-P	800	10	9	10	9⅝
49⅛	7	8	Graham P ctfs	200	52½	52⅜	52½	51⅝
102¾	46⅛	8	Granby	300	14⅜	14	14⅜	13⅝
327	94	..	Grand Union	100	38⅝	38	38⅝	..
54⅜	30	3	Grand Un pf	100	38	38	38	38
128½	83½	5	Grant (WT)	100	95¼	95¼	95¼	95½
122⅛	83½	5	Grt Nor pf	200	93½	93½	93½	93½
44	28	2.80	Grt Nor pf ct	400	31½	29¾	31½	31½
39¼	19	3.25	Grt Nor Ore	200	30⅜	30¼	30⅜	30⅜
119½	105	2	Grt W Sug	1000	115¾	115¾	115¾	..
70	14¼	2	Grt W Sug pf	1000	115¾	115¾	115¾	14¾
79	42	4	Grigsby Gr	13000	14⅞	13⅞	14⅛	14⅛
			Gulf Steel	100	58	58	58	58
			—H—					
30	26	1¾	Hack Wt pf	40	28½	28½	28½	..
52⅝	27⅜	..	Hahn Dpt St	1300	13¾	13¼	13	13¼
52	27⅜	..	Hall Printing	100	27⅝	27⅝	27⅝	..
104½	99⅞	6	Hamiltn2W pf	20	107½	107½	107½	..
113½	81	7	Hanna Inf	10	60	60	60	..
75	64	2	Harbison	100	21½	21½	21½	21½
31	22	5	Hartman A	100	18	17⅞	18	18
143¼	69⅝	..	Hershey pf	200	104	104	104	104
28	13	2	Hoe & Co	1100	57	57	57	57
52⅝	13	..	Houdaille B	21000	24⅝	22⅜	24	22⅜
109	26	..	Houston Oil	200	54	53¼	53⅝	53⅞
55⅜	35	4	Household F pf	200	51⅜	51½	51⅝	..
52	45	4	Howe Sound	300	35⅜	35⅛	35⅜	35⅜
82½	34½	4	Hud Man	100	47	47	47	..
82⅞	34½	2½	Hudson Mot	2300	53¾	54⅝	53½	55¼
93½	38	5	Hupp Motors	1000	21¾	20⅝	21	21
82	18	2t						
			—I—					
153⅞	116	7	Ill Central	200	129¾	129½	129¾	129
39⅝	17⅜	2	Ind Oil & G	1300	22½	21⅜	21⅝	22½
123½	75	4t	Indian Mot	200	57	57	57	..
52	31½	..	Indian Refin	1200	18¾	17⅝	17⅝	17⅝
51¼	11⅜	4	Indian Re ct	100	17⅜	17⅜	17⅜	17
66⅜	22	..	Inspiration	300	23⅛	22⅝	23	23⅛
58⅝	15	..	Interboro RT	100	6½	6¼	6¼	..
41	22	5	Int Business	200	160	160	160	157
225	109	6t	Int Cement	100	57	57	57	57
102¾	48	..	Int Combus	300	6	5⅞	6	5⅞
103½	45	..	Int Harv	600	81¼	80	81	80¾
142	65	2½	Int Harv pf	100	141½	141½	141½	141½
145	137	7	Int Hud El	400	24⅜	23¾	24⅛	23¾
59½	23	2b	Int Match pf	100	89⅝	89½	89⅝	89⅝
102½	47	4	Int M Mar	20	29	29	29	28⅞
28¼	15	..	Int Nickel	6500	35	34⅜	34⅝	34½
28¼	15	1	Int P&P A	300	26½	26	26	..
44¼	20	2.40	Int P&P	200	13	13	13	12¾
116½	99	8	Int Print Ink	200	46¼	46¼	46½	..
68¾	40	3	Int Salt	110	70	70	70	71
90	53½	6t	Int Silver	200	113	111	111	..
159½	112	8	Int Silver pf	100	110	110	110	..
119	103¼	..	Insuran	300	15⅜	15	15⅛	15¼
16	12	.60	Interlake	28600	70½	68¼	69	70
145¼	53	2	Int Telef T	200	26	25⅛	25½	25⅝
47⅞	20	1	Interlake	900	31⅞	31	31	..
93½	25½	2	Inter Dep St	400	15¾	14¾	15	15¾
72½	27	4	Inv Equ	100	42¼	42¼	42¼	..
60	39	4	Island Cr					
			—J—					
84½	30	3t	Jewel Tea	200	43¾	43	43½	..
242¾	90	3	Johns Man	6000	127½	124½	127	126
124	117	7	Jones & L pf	30	120	120	120	..
16½	11	..	Jordan Mot	100	2¼	2¼	2¼	2⅛
			—K—					
108⅞	60	5	Kan City So	1100	80	79⅞	79⅞	..
137⅛	70	1.02	Karstadtf	100	13½	13½	13½	..
130	70	7	Keith Alb pf	300	86	86	86	..
24	27⅛	..	Kelly Spring	200	23¾	23¾	23¾	23¾
69⅜	18⅝	3	Kelsey Wh	1300	9¾	8¾	9	8¾
193⅛	5	..	Kennecott	3800	57	56	56¼	56⅝
107⅝	49⅝	5	Kimberly	200	50½	49⅝	50½	..
57⅝	45¼	2½	Kinney pf	20	88	88	88	88
109⅜	80	..	Kinney pf ctf	3600	2	1⅞	2	1⅞
78⅜	35½	1.60	Kolster Rad	6000	44¾	42	43	41½
76¼	27	1½	Kraft Cheese	1000	35¼	34¼	34¾	34
117	108½	7	Kresge	20	113	111	111	..
116	108½	7	Kresge pf	100	113	113	113	..
23	8⅝	..	Kresge DS	100	60	60	60	60
76	60	..	Kress Co	100	63	63	63	..
114	53¼	..	Kreuger Tol	1600	27⅛	26⅝	26⅝	27
46¾	22¼	1.34	Kroger	200	46	44⅛	46	44½
122½	38¼	1t						
			—L—					
105	97½	5	Laclede G pf	40	98¼	98¼	98¼	..
38⅝	16½	7	Lago Oil	300	21⅞	21⅝	21⅞	21½
110⅜	110	..	Peh PC pf	100	105	105	105	..
32	17	1	Leh V Coal	500	14½	13⅜	13⅝	13⅝
43	17	..	Libbey Ow	100	20½	20½	20½	..
57¾	41	2g	Lima Locomo	100	37	36½	36½	37
84½	32	..	Lone Inc	5000	52⅝	50½	50¾	50⅝
111⅜	31¼	..	Loft Inc	100	4	4	4	4
32⅜	11⅛	..	Long Bell A	100	12½	12⅛	12½	12¼
83⅜	11½	..	Loose-Wiles	100	54⅝	52	54	52½
88⅜	39½	2.60	Lou G&E 7%	200	39½	38¾	38⅞	39
72⅝	28	1¾	Lou G&E pf	300	9	8⅞	9	8⅞
18	7	..	Lou Gold Ref	200	34¼	33¾	34¼	33⅜
108⅞	22	..	Ludlum Stl	100	90	90	90	..
118	76	6½	Lud St pf					
			—M—					
112⅜	80½	2	McCrory Str	300	17	16¾	17	17
28½	12½	2	McIntyre	1000	84⅞	83½	84⅝	83⅝
84	61	4t	McKeesport	400	71	70½	70½	70½
114	56	6	Mack Trucks	400	140¾	140½	140¾	140
225¼	110	2t	Macy	400	47	47	47	..
82½	35	5	Magma Copp	110	80	80	80	..
105½	76	7	Mallison pf	200	24	23	23	..
50½	20	..	Manati pf	1000	26¾	26	26¼	26¼
37⅝	19⅝	2	Man El Sup	400	23	22	22	..
39¼	14½	..	Man Shirt	400	22	22	22	..
104	19	2b	Mkt St Ry ppf	1000	23⅝	23	23⅜	21
72⅝	45	4	Marmon	1000	29⅝	29	29¼	29⅜
108⅝	15⅝	1½f	Math Alkali	100	78⅝	78⅝	78⅝	51
90⅜	75½	6	Maytag	1000	24	23⅝	24	..
27	23½	1.89	Maytag Ipf	7500	16⅜	16½	28⅛	16⅜
65⅜	8¼	..	Metro-Gol pf	100	28½	28½	28⅛	28
51½	20	..	Miami Cop	100	67	61	61	61
102	44	2½	Mich Steel	1000	25⅜	25½	25½	25½
39⅞	22⅞	2	Mid Cont	1000	4⅞	4⅝	4⅝	4⅞
28⅞	3¼	..	Miller Rub	100	52⅞	52⅞	52⅞	..
123⅛	59	..	Monsanto	100	127½	121½	122½	123½
43⅝	10	..	Mo Moline	2300	52⅜	51½	52¼	52⅛
103⅝	27⅞	7	Mo K&T	400	105	105	105	89¼
103⅝	27⅞	7	Mo K&T pf	100	90½	89⅝	90	89¼
101⅝	46	..	Mo Pac	100	136⅛	136⅛	136⅝	136
149	105	5	Mo Pac pf	100	61	61	61	..
80½	35	3	Mohawk	500	42¼	40½	41	42¼
156⅞	42⅝	2.60	Mont Ward	100	60¾	60¼	60¾	60
81⅞	42	2.60	Morrel & S	100	5⅞	5	5	4⅝
8⅞	3¼	.40	Mother Lode	100	58	58	58	..
64	21	..	MotometerGE	100	27	26¾	27	26⅞
142	36	..	Motor Prod	100	27	26⅝	27	26⅝
25½	21	..	Motor Wheel	100	19	18½	18¾	18
100⅞	14⅞	3	Murray Body					
			—N—					
240	173	7	Nash & Chat	1100	192	192	192	..
118⅞	40	6	Nash Mot	1100	52¼	51¾	52	52¼
41⅞	14⅝	1	Nat Acme	3200	14⅝	13	14⅜	13⅝
49¼	9⅝	..	Nat Air Tr	4100	14	10¼	13⅝	10⅛
31	9⅛	1t	Nat Bellas H	100	82	72	82	..
118	56	7	Nat Bel H pf	200	188⅝	184½	188½	184
263⅜	140	6	Nat Biso	100	76⅝	75	76⅛	75
78	63¼	..	Nat Bl H	500	74⅜	73¼	74⅜	73
143⅝	56	3t	Nat Cash R	3500	48⅜	45¾	45⅝	45⅛
86⅛	36	2	Nat Dairy	100	20¼	20¼	20⅜	..
37⅝	20	..	Nat Dept Sto	100	35½	34½	34½	35½
58	15	..	Nat Distil	1600	34¼	33⅝	34¼	34⅝
71⅜	23	1	Nat Pb&Ld	100	3	3	3	3⅛
17	1½	..	Nat Radiat	500	95	91⅜	95	102½
144	98⅛	5	Nat Supply	500	75	75	75	75
153	69	5	Nat Surety	400	35⅝	35⅜	35⅝	36
91⅜	31¼	3	Nat Tea	700	28⅜	27½	28	27⅝
62	23¼	3	Nev Cons	500	44⅞	44⅞	44⅞	45
49⅜	35½	3	NY Air Br	1200	170⅜	169½	170⅝	170⅜
256	160	8	NY Central	200	55⅜	53⅝	55⅜	54⅛
53⅛	150	..	NY Cent rts	100	133	132	132	133½
192⅝	150	6	NY C&StL	100	109½	109½	109½	109⅝
110	100	6	NY C&StL pf	100	109	108⅝	109	109¼
142	80⅞	4	NY N&H	100	14	14	14	14
32	8	..	NY Ont&W	10	2	2	2	2
97⅞	24	..	NY State Ry	100	3	3	3	3
41	24	..	NY St Ry pf	100	112	112	112	1½
115	107	..	NY Stm 7%	1300	94	94½	95⅝	95⅛
108⅝	86¼	10a	No Am	100	101⅞	101½	101½	102
103⅜	98	8	No Am Ed pf	100	84⅜	84⅜	84⅜	85
118⅞	76½	5	No Pac	100	88	88	88	88⅜
114⅜	76	5	No Pac ctf					
			—O—					
32	7⅞	N	Oilwell	100	11⅜	11⅛	11⅜	..
84½	8	3	Oliver Farm	500	14⅞	15½	16	14
69⅝	17	3	Oliver cv pf	200	84⅝	84	84	34⅝
480	188	6f	Otis Elev	100	252	252	252	..
89½	43	4f	Owens Bot	100	53¼	53¼	53¼	..
			—P—					
21	15⅝	1¼	Parmalee	100	18⅝	18	18	..
98	42	3	Pac Gas	500	53	52¼	53	52¼
146⅛	55⅜	3	Pac Lighting	200	79½	79	79¼	78⅝
14⅞	7	..	Pac Tel&T	200	15⅜	15⅜	15⅜	15⅜
220	131	7	Pac Tel&T pf	10	153½	153½	153½	154
22⅛	13	10f	Packard M	7000	15⅞	15⅝	15⅞	15⅝
69⅛	40½	..	Pan-Am B	14000	52¼	52⅛	52½	54
75⅛	35	..	Paramount	800	54½	53¾	54½	53⅝
13⅜	5	.80	Park Utah	100	3⅛	3⅛	3⅛	3⅛
30	5	..	Parke Ex A	1000	6½	6½	6½	6½
47⅝	24⅞	3.80e	Patino M	100	29	28⅝	29	28½
22½	5¼	..	Peerless Mot	10	7¼	7¼	7¼	7¼
110	10	7	Penick&F pf	100	110	110	110	..
24	5½	..	Penn C&C	100	8⅝	8⅝	8⅝	..
27	3½	..	Penn Dix C	100	7¼	6¾	7¼	..
94	21½	7	Penn Dix pf	100	35	35	35	..
110	72½	4	Penn RR	5400	17⅝	17	17⅝	17⅝
21¼	17	2	Peoria-A E	100	18	18	18	..
79	31	2	Phelps Dodg	1700	38⅝	38½	38⅝	40
86	31	2.50	*Penney JC	300	65	64	64	67
54	47⅛	3	Phila Co 6%	200	51⅜	51¼	51⅞	..
97	93	5	Penney pf	200	94⅛	93⅝	93⅝	..
1929 Range High	Low	Div. in $		Sales	High	Low	Last Jan. 20	Last Jan. 18
32	5		Philа Read	200	11⅞	11½	11⅝	..
47	21¼	2t	Phillips Pet	100	32	32	32	32
7⅝	3	..	Pierce Oil	100	3½	3½	3½	..
63⅝	30	2f	Pillsbury	100	47¼	46¼	47⅜	46⅝
68	43	2.88	Pirelli Co	100	118	118	118	118
148⅝	90	6	Pitts W'F	300	28½	28½	28½	..
43⅝	20	2	Poored&Co B	700	50¼	50¼	50¼	50½
65⅝	40½	2t	Prairie O&G	200	58¼	58¼	58¼	58½
55	45	2t	Prairie P L	200	85	85	85	85
25⅜	6¼	..	Press Steel	200	57⅛	57	57	57⅛
84	43¼	2	Procter&G	30	50	50	50	..
83⅝	35	2t	Prosh Brush	2400	84⅝	83⅝	83⅞	83½
403	168⅜	6	Pub Serv	460	126	125½	126	84
137⅝	55	3.40	Pub Serv 7%	600	84½	83¾	84	..
124½	105	7	Pullman	8	8	8	8	..
99¼	73	4	Punta Sug	900	22⅜	22½	22½	22⅞
21⅝	6	..	Pure Oil	40	113¼	112¼	113½	113⅜
30⅜	20	1.50	Pure Oil pf	400	81¼	78½	81⅝	79¼
113½	108	8	Purity Bk					
148⅝	55	4						
			—R—					
114⅜	26	..	Radio	85000	37⅞	35⅜	35⅝	37⅝
82⅝	62	5	Radio pf B	300	72¼	70	70	72½
57	50	3.50	Radio pf A	100	54	54	54	..
44⅞	12	..	Radio-Keith	42300	25⅜	23⅝	24⅜	23½
147⅝	101¼	4	Raybestos	1300	36¾	33	35¼	35¼
50	41½	2	Reading	200	123¼	123¼	123¾	123
84⅝	26¼	5	Reading Inf	100	47¼	47¼	47½	..
87⅝	20⅝	.50	Rem Rd Inf	600	47⅞	46	47½	45½
31⅝	10½	.80f	Reo Motors	1300	29⅝	28½	28⅝	28⅛
146⅛	62¼	4	Repub Stl	100	94¾	94¼	94¾	94
12⅜	3⅝	..	Reynolds S	260	11⅝	11	11⅜	11
49⅝	30	2	*Richfield Oil	1000	26	25½	25¾	26
42½	13	3t	Rio Grande O	400	73¾	74	73½	74⅞
2¼	1¼	..	Rhine-W	350	2⅛	2	2⅛	2⅛
94	28	2.20	Rossia Ins	200	39	39	39	38⅝
64	43¼	3.21	Royal Dutch	1400	53⅞	53½	53⅝	53¼
			—S—					
195⅛	90¼	5	Safeway S	200	115⅜	113½	113⅝	113
101	55	6	Safew S 6%	50	96½	98⅝	96½	96
91	38½	2t	St Joseph	1200	50¾	50	50	50
96⅛	87	6	Stl, & SF pf	200	92¾	92	93⅛	93
115¾	56	..	Stl, SW	100	24½	24½	24½	..
51⅞	20½	2	Savage A	2900	10½	10	10	10
21⅜	9¼	4a	Sears Roe	2600	83¼	84½	84⅜	84⅝
101	90	..	Servel	300	8	8	8	8
21⅜	7½	..	Seneca Cop	100	2⅜	2⅛	2⅜	2⅜
10½	2	..	Shattuck	900	41	40¾	40⅝	40
71	25½	1t	Shell Union	6300	22⅝	22	22	22⅞
31⅜	10	1.40	Shell Un pf	400	104	102⅜	103⅜	..
114⅝	103⅜	..	Simmons	4400	88	87⅝	87⅝	87½
188	58½	3t	Simms Pet	100	23⅜	23⅜	23⅜	23⅝
40⅝	15	1.60	Simms Pet pf	3400	24	23⅝	23⅝	23⅝
45	21	2	Sinclair	1000	64	64	64	65
63⅜	46	3	Sin Prod pf	300	32½	30	30½	30
117⅛	114⅞	3	Skelly Oil	200	32⅜	32	32⅛	32
117⅛	24	3	Snider pf	200	52⅛	51⅞	51⅞	57⅝
225	20	1.50	Sta Brands	3500	26½	25⅝	26	..
243⅜	73½	3.50	Sta Gas	4800	114	111¾	112⅜	113¾
67	58½	4	Sta Gas pf	200	65¼	64⅝	64⅝	..
18	4	2.50a	Sta Inv	100	12½	12½	12½	..

STEEL OUTPUT IS RISING BUT PRICES EASIER

Building Reserves for Bigger Demand in Spring—Orders for Pipe Gain

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

NEW YORK—Increasing operations, weakening prices and delayed buying because of the second observation are the chief features in the steel industry.

The general rate of operations is 66 per cent of capacity, with the United States Steel Corporation doing 67 per cent and with the Bethlehem Steel Corporation working at 72 per cent, thus for once having outstripped the leading maker.

Faster operations do not necessarily signify better business. For one thing makers are working on tin plate and rail orders which were booked last year for delivery over the first six months of this year. In the second place there is always the tendency at this season to build up a reserve of semifinished steel to take care of the peak of demand, which usually comes early in the spring.

The weakness in prices is more pronounced, not because of any further amount of cutting a ton, but because the weakness has extended to virtually all finished steel prices, which are $1 to $2 a ton lower than formerly.

In the case of black sheets there have been concessions of $4 a ton, but this is an extreme case. The weak display of prices makes consumers cautious about purchasing.

Structural Steel Slumps

It is probable that producers realize the folly of cutting prices at this time when they are usually on the eve of much better sales volume. There are already signs that some items have stiffened in price, particularly in steel bars.

One definite conclusion is that fabricated structural steel has taken a decided slump after having been active for an unprecedentedly long period of time. Sales are averaging less than 30,000 tons weekly, whereas averages over recent months have been 40,000 tons.

At present there are only four new inquiries of 1000 tons or more steel each, whereas 12 is the normal number. The largest inquiry involves 18,000 tons for two bridges over the Niagara River at Buffalo. The second largest is for only 2100 tons for two bridges in Oklahoma, while the two other inquiries are for 1500 tons each.

Demand for steel from the automobile dealers is improving steadily, though somewhat slowly. Railroad demand is still brisk. Therefore, the best demand now comes from transportation industries, which in 1929 consumed 35 per cent of the United States steel production.

Iron Pipe Improves

One of the most conspicuous lines of improvement is cast iron pipe, there having been some 12 projects developing in the last week for 1000 tons or more each. There have been two projects of 10,000 tons each. Prices at Boston have been raised $2 or $3 a ton. Prices are also firmer in the New York district.

A survey made by a Chicago steel producer reveals the belief that business over the first quarter of this year will be equally as good as that of the corresponding period of last year.

A decided improvement in pig iron business is noted in all selling centers except New York. Sales at Cleveland week before last were 25,000 tons, the best in several months, reflecting improved demand for materials from the automobile industry. In the Philadelphia district much steel-making pig iron has been sold.

The principal purchase in the New England territory involved 3000 to 5000 tons for a maker of textile machinery in eastern Massachusetts. The General Electric Company has finished purchasing some 5000 tons for various plants, including those in New England.

Pig Iron Price Weaker

Pig iron has probably a weaker tone in sympathy with easiness in finished steel commodities. Buffalo producers have cut prices by $1 a ton for shipment into the home district, No. 2 foundry iron now selling at $18.50 furnace, malleable selling at $19.

The northern iron makers are meeting with more competition from the Alabama producers. It is rumored that a sale of 10,000 tons of southern iron was made into the North recently. There is an inquiry out from Bridgeport, Conn., for 1000 tons of Swedish charcoal iron, the largest inquiry of this kind for many months.

Melters of pig iron along the Atlantic seaboard are working at 65 per cent of capacity, which is a lower rate than two months ago. Stocks of iron at these plants are low. About 60 per cent of first quarter needs have been bought.

Makers of special alloy and stainless steels are busier than the general run of steel plants because of the increasing use of these materials.

Nonferrous Markets

The December copper statistics were the feature of the developments among the nonferrous metals. These showed a gain of more than 44,000 tons of refined stocks to the total of 171,320 tons, the largest supplies since 1922. Shipments declined more than 13,000 tons, while refined copper production sagged 7000 tons.

Domestic shipments were the lightest since 1924 and export shipments the smallest since 1926. Total production of refined copper in 1929 was 1,811,857 tons compared with shipments of 1,706,003 tons, which were records in both cases.

These statistics pointed out the urgent need of further curtailment of production. Immediately after they were issued the Anaconda Copper Mining Co. closed three mines in Montana, providing for a rotation of labor whereby employees are to work two out of three weeks. The statistics naturally made many consumers more skeptical as to whether the price of 18 cents will hold.

The zinc market has experienced another spell of weakness, with prices dipping to 5½c a pound, East St. Louis, the lowest since 1922. Demand has been a little better, consumers having been attracted by the bargain prices.

Tin mines are being closed in Malaya, Nigeria and Bolivia in connection with the general curtailment scheme. Lead business is steady, prices are firm, and advances in February are forecast.

COMMODITY PRICES

NEW YORK—Following are commodity prices quoted on the floor of the New York Produce Exchange and comparisons with last week and a year ago:

	Jan. 20	Week ago	Year ago
Wheat, 2 red	$1.40¾	$1.39¾	$1.38¾
Corn, 2 yellow	1.07	1.07¾	1.15¾
Oats, 2 white	.56¼	.57¾	.61¾
Flour	6.50	6.60	6.20
Beef, family	28.00	28.00	31.00
Pork	26.50	26.50	30.00
Lard	.1125	.1100	.1220
Cotton mid-up	.1735	.1750	.2025
Zinc	.0525	.0525	.0635
Iron	22.26	22.26	20.25
Steel bil Pitt	$4.00	$4.00	33.00
Copper	.1800	.1800	.1675
Tin	.3850	.3925	.4937
Rubber	.1500	.1475	.2050
Sugar	.0520	.0520	.0560
Lead	.0625	.0625	.0665
Print cloth	.9525	.9525	

NEW YORK BOND MARKET

(Quotations to 2:50 p. m.)

	High	Low
Adams 4s		
Alleghany 5s '44	83⅞	83½
Alleghany 5s '49	100	99¾
Allis Chalmers deb 5s '37	99¾	99¾
Am Ag Chm 7½s '41	100¼	100¼
Am Cyanamid 5s '42	103¼	103¼
Am I G Chem 5½s ct '49	96¼	96¼
Am Inter 5½s cv '49	103	102⅞
Am Smelting 5s '47	94	90¾
Am T & T 4½s cv '39	101	100¾
Am T & T col 5s '46	135¾	135½
Am T & T 5s a1	104	103½
Am T & T 5s '50	100⅞	100¼
Am T & T deb 5½s '43	101⅛	101¼
Am WW&Elec 5s '34	105⅜	105⅛
Am WW&Elec deb 6s '75	100½	100½
Anglo-Chile 7s '45	104¾	104¾
Armour & Co 4½s '39	85	85
Armour & Co 5½s '43	89¼	89¼
Atch T&SF gen 4s '95	84¾	84¼
Atch T&SF 4s '60	93½	93
Atch T&SF 4½s	89¾	89¾
Atlanta Knox Nor 5s	130	129
All Refining deb 5s '37	102⅜	102⅜
Baldwin Loco 5s '40	101	101
B&O 1st 4s '48	105½	105½
B&O cv 4½s '33	93	92¾
B&O rfg 5s '95	99⅛	99⅛
B&O 5s ct Swn div	101⅜	101⅜
B&O 5s series D	101¼	101¼
B&O rfg 6s '35	102	101½
Bangor & Aroos 4s '51	109¾	109¾
Beth Steel pur mon 5s '36	85⅜	85⅜
Beth Steel rfg 5s '42	101	100½
Beth Steel con 5½s '42	102¼	102
Beth Steel con 6s A	107⅛	107
Boston & Me 5s '67	105	104⅞
Botany Cons Mills 6½s '34	97¼	97¼
Bow-Biltmore s f g 7s '34	44	44
Bklyn Ed gen 5s A '49	101⅛	101⅛
Broadway con	105	105
Bklyn-Man Tr sf 6s '68	35⅞	35⅞
Bush Term 1st 4s '52	95½	95
Bush Term con 5s '55	89½	89½
Cal Pet 5½s '38	96	96
Can Nat Ry gen 4½s '54	99	99
Can Nat Ry 4½s '68	93⅞	93⅞
Can Nat Ry 5s	93	93
Can North deb 6½s '46	100⅝	100⅝
Can North sf 7s '40	113½	113½
Can Pacific deb 4s	109⅜	109⅜
Can Pacific 5s '54 ct	85¾	85¾
Can SS Ltd 6s '42	101	101
Cen of Ga 5s C '59	95½	95½
Cen Foundry 6s	99¾	99¾
Cen Pacific 1st 4s '49	80	80
Cen New Eng 5s	91¾	91¾
Cen Pacific 5s '60	84	84
Ches Corp 5s '47 reis	101½	101½
Ches & O cv 4½s '30	99	98⅞
Ches & O gen 4½s '92	94	94
Chi B & Q 4½s '77	97¼	97¼
Chi & East Ill 5s '51	96¾	96¾
Chi Gt West 4s '59	76	76
Chi Ind & L gen 6s '66	101¼	101¼
Chi M&StP gen 3½s '89	74¼	74¼
Chi MStP cv 4½s '32	65¾	65½
Chi M&StP 4½s reis E '89	94⅜	94⅜
Chi M StP&Pac adj 2000	81¼	72
Chi & Nw 4½s 2037	92⅞	92½
Chi & Nw 4½s '87	93¾	93¾
Chi & Nw rfg 5s 2037	105½	105½
Chi R&P rfg 4s '34	95	95
Chi R&P 4½s '52	92½	92¼
Chi Ter Ha & SE 5s '60	91	91
Chi & W Indiana 4s '52	85⅜	85⅜
Chi & W Indiana 5½s '62	104¼	104¼
Chile Copper 5s '47	95⅜	95⅜
Cin Gas & Elec 4s '68 A	88	88
Clev CC&StL rfg 5s '63	103⅜	103⅜
Colo Fuel & Iron 5s '70	95	95
Colo & So rfg 4½s '35	97¾	97¾
Colo Pow 4½s	92¾	92¾
Colum Gas & E 5s '52 May	99¼	99¼
Colonial Oil 6s ct	77	77
Con Gas 5½s '45	105½	105⅜
Crown Wil Paper 6s '51	101¼	101¼
Cuba Cane Sug deb 7s '30	137⅜	137½
Cuba RR 1st 5s '52	87	87
Cuban-Am Sug col 8s '31	100	99⅜
Cuban Dom 7½s '44	43½	43½
Cumberland T&T 5s '37	100⅞	100⅝
Del & Hudson rfg 4s '43	92⅞	92⅜
Den Gas & Elec 5s '51	100	100
Den & Rio G con 4s '36	92¾	92¾
Den & Rio G 4½s '36	85⅜	85⅜
Den & R G Wn 5s '55	93½	93
Detroit Ed 5s '33	102¼	102¼
Detroit Ed 5s '49	102¾	102¾
Detroit Ed rfg 6s '40	106	106
Detroit n Ry 4½s '32	96¼	96¼
Dodge Bros sf 6s '40	93¼	93¼
Duquesne P & L 4½s '67	98½	98⅜
Edith Rock 6s	101½	101¼
Erie cv 4s A '53	84	84
Erie gen 4s '96	86½	86½
Erie 5s '67	96	95½
Erie gen lien	80⅝	80⅝
Fed Lt & Trac 5s '42 sta	95¾	95¾
Fed Lt & Tract 1st 6s '42	102	102
Fisk Rubber 8s '41	78	76
Gen Cable 5½s '47	100⅝	100⅝
Gen Mot Acc Corp 6s '37	102¼	102¼
Gen Pub Svc 5½s '39	101½	101½
Goodrich 1st 6½s '47	105⅜	105⅜
Goodyear 6s '57	91¾	91
Grand Tk Ry Can 6s '36	103½	103½
Great Northern 1st	95⅜	95⅜
Great Northern 5½s '52	108¼	108
Hudson Coal 5s '62	69	68½
Hud & Man adj in 5s '57	77¼	77⅛
Hud & Mah rfg 5s '57	95½	95½
Ind Limestone 6s '46	84½	84½
Inland Steels 4½s '78	91½	91½
Inspiration Con 6½s '31	100¼	100¼
Inter Match Corp 5s rcts '47	97⅜	97¼
Inter Rap Tran rfg 6s '66	62⅞	62¼
Inter Rap Tran 5s sta '66	62½	62½
Int Cement Corp 5s '48	95	95
Int & Gt Nor 1st 6s '52	102	102
Int & Gt Nor adj 6s '52	88	88
Int Paper 6s '55	88	87⅝
Int Rys Cen Am 6½s '47	94¾	94¾
Int Tel & Tel 4½s '52	93	93
Int Tel & Tel 4½s cv '39	120	119¾
Iowa Central 1st 5s '38	32	32
Kan City Pts&Mem 4s '46	95¼	95
Kan City So Pow & Lt 5s '52	103¾	103⅝
Kan City So 1st 5s '50	75½	75½
Kan City So rfg 5s '50	100¼	100
Kan Gas & Elec 6s '52	105	104⅞
Kentucky Cen 4s '87	89	89
Kresge Foundation 6s '36	102½	102¼
Laclede Gas 5½s '53	103¾	103¼
L'Autaro 6s '54	76⅞	76⅞
Lehigh Val con 4s 2003	88½	88½
Lehigh Val con 4½s 2003	96½	96½
Loew's Inc 6s '41	102	102
Loew's Inc 6s '41 ex-war	92⅞	92⅞
L&N rfg 4½s C 2003	97	97
L&N 7s '30	100¾	100¾
L&N S Mon col 4s '52	95¾	95¾
Manhat Ry con 4s '90	58½	58½
Min & St con 5s '34	38	38
Min St P & SSM 6½s '31	99½	99½
Mo K & T adj 5s A '67	104½	104½
Mo Pac 4s '75 C	75⅝	75⅝
Mo Pac 5s F '77	99	99
Mo Pac 5s G '78	98⅜	98⅜
Mo Pac 5½s '49	108¼	108¼
Montana Power rfg 5s '43	103	103
Morris & Co 1st 4½s '39	82	82
Nat Dairy Prod 5¼s '48	98⅞	98¾
Nat Rad 6½s '47	28	28
N E T & T 4½s B '61	99½	99½
N O Pub Ser 5s '55 B	83	83
N O T & M 5½s '54	102⅝	102⅝
NYC&HR rfg & im 4½s 2013	98	98
NYC&HR rfg & im 5s 2013	106¼	105¾
NY Chi & St L 1st 4s '37	95¼	95¼
NY Chi & StL 4½s '78	94½	94½
NY Chi & StL 5½s '74	106⅝	106⅝
NY Dock 5s '38	76	76
NY GELH&P gen m 4s '49	93¾	93¾
NY NH&H 4½s '67	91½	91¼
NY NH&H cit 6s '40	105	105
NY & Queens El Lt & P 5s '65	100¼	100¼
NY & Rich Gas 6s '52	104½	104½
NY State Ry con 4½s '62	23	23
NY State Ry 6½s B '62	23	23
NY Steam Corp 6s '47	106½	106½
Nor Am gen 4½s '39	99¾	99⅝
NY Tel rfg 5s '41	107	107
Nor Am Ed 5s A '57	100¼	100
Nor Am Ed 5½s '63	100½	100½
Nor Pac 6s B 2047	112¾	112¾
Ohio Riv Ed 6s '48	105¼	105¼
Old Ben Coal 6s '41	71½	71½
Otis Steel 6s '41	100½	100½
Pac Gas & Elec 5s '42	101⅛	101⅛
Pac of Mo 4s '38	100	100
Pac Tel & Tel 1st '37	102⅜	102⅜
Pan-Am Pet & T 6s '34	102¾	102¾
Pan-Am Pet & T 5s '40	91⅜	91¾
Paramount Fam Lsts 6s '47	99⅝	99
Parmelee Trans 6s '44	75	75
Penn Dixie C-C 6s '41	78⅛	78⅛
Penn R R 4½s '65	98½	98⅛
Penn R R con 4½s '60	101	101
Penn R R gen 5s '68	97¾	97⅝
Penn R R 6s '84	104¼	104
Penn R R gen 5s '68	106½	106½
Penn R R gcul 6½s '36	108¼	108¼
Penn R R col 5s '30	100½	100⅜
Pere Marq 5s '56	103	103
Phillips Pet 5½s '39	92	91½
Phil Co 5s '67	88¾	88¾
Phil & Read C & I 5s '72	86	86
Pillsbury Flour M 6s '42	104½	104½
Pitts C C&StL 5s A '70	107⅝	107⅝
Pitts C C&StL 5s B '75	107	107
Port Ry Lt & P 7s '46	105	105
Postal Tel & Cable 5s '53	94⅜	94
Pub Sve E & G 4½s '67	98⅝	98
Pub Sve NJ 4½s '48	103	102
Pure Oil 5½s '37	100	99¾
Purity Baking 5s '48	95½	95½
Read rfg 4½s '97	97⅝	97⅝
Read Cen RR NJ col 4s '51	92½	92½
Remington Rand 5½s ww	95¾	95
Rep Brass 6s '48	101	101
Rep I & S rfg 5½s '53	103	102
Rio G & W col 4s '49	84⅝	84⅝
Rock I Ar&Lou 4½s '34	96½	96½
St Joseph & G I 4s '47	85	85
St L I M S gen 5s '31	100¼	100¼
St L Mtn Bridge 5s	100	100
St L & S F 4s A '50	88⅝	88⅜
St L & S F 5s '78	89⅞	89⅞
St L & S F gen 5s '31	101¼	101¼
St L & S F 5s B '50	101	100⅞
St L S W con 4s '32	97⅜	97⅜
St L & S C S L 4½s '41	95¼	94½
St P M & M Mex con 4½s	98¼	98¼
San Ant Pub Ser 6s '52	102	102
San Ant & Ar P 1st 4s '43	91½	91⅜
Schulco s f 6½s A '46	45¼	45¼
Schulco s f 6½s B '46	45	45
Seabd A L rfg 4s '59	53	52½
Seabd A L adj 5s ct '49	48	47
Seabd A L adj 5s '49	55	55
Seabd A L con 6s '45	66¼	66
Seabd All Fla Ry 6s A '35	63	63
Shell Pipe 5s '32	93¾	93⅝
Shell Union 5s '47	94¼	94
Shubert Theater 6s '45	45½	45
Shell Union Oil 5s ct ww	98	97½
Sierra & San F Pow 5s '49	98	98
Sinclair Cn O 6s '30 D	100¼	100¼
Sinclair Cn O col 6½s '38	100	100
Sinclair Cru O 5½s '37	101⅜	101
Skelly Oil 5½s '39	97⅝	97½
Solvay Am inv 5s	92½	91¾
So Pacific rfg 4s '55	94¼	94¼
So Pac 4½s '68	92	91⅞
So Pac Coast 4s	95	92
So Pac 4½s '69 ww	96	96
So Pacific cv 5s '34	97¼	96½
So Pac Oregon A 4½s '77	100¼	100⅛
So Ry gen 4s '56	98⅞	98½
So Ry gen 6s '56	89⅞	89½
So Ry genu 6½s '56	117½	117½
So'west Bell Tel rfg 5s '54	123¾	122⅝
Spring Val Water 5s	104⅝	102½
Stand Oil NJ 5s '46	99¼	99⅛
Stand Oil NY 4½s '51	101⅝	101½
Stevens Hotel 6s '45	86½	86½
Sug Estat Oriente 7s '42	89	89
Tenn Elec Power 6s '47	46	43
Texarkana 1st 5½s '50	105	105⅛
Tex Corp 5s '44 rct	101	100⅞
Tex & Pac 1st 5s 2000	107⅝	107⅜
Tex & Pac 5s C '79	100	99⅝
Tex & Pac 5s B '77	99⅝	99⅝
Third Ave rfg 4s '60	48⅛	48⅛
Third Ave adj 5s '60	28½	28½
Third Ave rfg 6½s '38 ww	99⅛	99⅛
Truax Traer Coal 6½s '43	81	80½
Trumbell Steel 6s '40	102⅞	102⅞
Union El L & P rfg 5s '33	100¼	100¼
Union Oil Cal 5s C '35	99⅝	99¼
Union Pac 1st 4s '47	91	91
Union Pacific rfg 5s 2008	108⅝	108⅝
Uni Biscuit 6s '42	100	100
U Ry St Louis 4s '34 Nov	71	71
U S Rubber 5s '47	84⅞	84
U S Rubber 7½s '30	100⅜	100¼
Utah Lt & Trac 5s '44	93½	93
Utah Pow & Lt 5s '44	98⅞	98¾
Util Pow & Lt 5½s '47	88½	88½
Vertientes Sugar 7s '42	60	58⅞
Va Iron C & C 5s '49	70	70
Va Ry 5s '62	103¼	102⅝
Wabash 4½s '78	90⅝	90½
Wabash 1st 5s '39	101⅝	101¼
Wabash 5½s '75	103½	103½
Walworth 6s '45	87	87
Warner Sug 1st 7s '41	103¼	103¼
Warner 6s ww	96	96
West Pa Pow 5s A '46	102	101⅞
Western Electric 5s '44	102⅞	102⅞
Western Maryland 4s '52	81	80⅞
Western Maryland 5½s '77	96	96
Western Pac 5s A '46	98¾	98¾
Western Un rfg 4½s '50	95¾	95¾
Western Un 6½s '36	108¼	108¼
Wheel & LE 5s '30 B	99½	99½
Wheeling Stl 4½s B '53	87⅝	87¼
Wheeling Steel 5½s '48	101	101
White Eagle Oil 5½s '37 ww	103	103
White Sew Mach 6s '36 xw	75	75
Youngstown 5s	101¼	100⅜
Wis Cen 4s	83	81⅝

LIBERTY BONDS

	Open	High	Low	Jan 20	Last Jan 18
3½s '47	79.12	99.12	99.4	99.4	99.8
4th 4¼s	38.101	101.2	100.30	100.30	100.31

Quoted in thirty-seconds of a point. For example, read 102.8 as 102 8-32.

FOREIGN BONDS

	High	Low
Abitibi P&P 5s '53	83	82½
Adriatic El 7s '52	100	100
Akershus 5s '63	99	99
Alpine Mon Stl 7s '55	94	94
Antwerp 5s '58	94	94
Argentine 5½s '62	91½	91½
Argentine Gov 6s June '59	97½	97½
Argentine Gov 6s Oct '59	97½	97½
Argentine Gov 6s May '60	98	97½
Argentine Gov 6s Sept '60	97⅝	97⅝
Argentine Gov 6s Oct '60	97⅝	97⅝
Argentine Gov 6s Feb '61	98	97⅝
Argentine Gov 6s '57 A	97⅝	97⅝
Argentine Gov 6s '58 B	97⅝	97⅝
Australia 4½s '57	83½	83½
Australia 5s '55	92	91⅝
Australia 5s '57	93	92½
Austria (Gov) 7s '43	104½	104⅜
Batavian Pet 4½s '42	83⅜	83⅜
Belgium (King) 6s '50	102⅞	102⅝
Belgium (King) 6½s '49	107	106⅝
Belgium (King) 7s '55	109¾	109¾
Belgium (King) 7s '56	108½	108
Belgium (King) 7½s '45	115¾	115¾
Belgium (King) 8s '41	119¾	119¾
Berlin 6½s '50	94	94
Berlin Elec 6½s '59	88½	88½
Berlin Elec (City) 6½s '51	88	88
Bogota (City) 8s '45	94	94
Bolivia 7s '69 ct	76¼	75¾
Bolivia (Rep) 7s '58	77⅞	77⅞
Bolivia (Rep) 8s '47	92½	91⅝
Bordeaux (City) 6s '34	100⅞	100⅝
Brazil (Cen El Ry) 7s '52	82⅝	82¼
Brazil 6½s '26-57	77	76½
Brazil 6½s '27-57	77½	76⅝
Brazil (US) 8s '41	97⅝	97⅛
Bremen 7s '35	99⅛	99⅛
Budapest (City) 6s '62	74	74
Buenos Aires 6s '61	85	84⅝
Caldas (Rep) 7½s '46	82½	82½
Can (Dom) 5s '31	100⅝	100½
Can (Dom) 5s '52	103⅜	103⅜
Carlsbad (City) 8s '54	102	102
Chile (Rep) 6s '61	88¼	88¼
Chile (Bank) ct 6½s '57	94¼	94¼
Chile (Bank) ct 6½s '61	96½	96
Chile (Rep) 6s '60	89¼	89¼
Chile (Rep) 6s Jan '61	89¼	89¼
Chile (Rep) 7s '42	100¼	100⅛
Christiania (City) 6s '54	102	102
Colombia Mtg Bk 6½s '47	67	66⅞
Colombia (Rep) 6s '61 Oct	70¼	70
Cop'n (City) 5½s '53	89¾	89¾
Cop'n (City) 5s '52	97	97
Cop'n Tel 5s '54	93	92¾
Cuba (Rep) 4½s '49	93	93
Cuba (Rep) 5s '70 ctf	99¾	99¾
Cuba (Rep) 5½s '44	101	101
Cuba (Rep) 5½s '53	100⅞	100⅝
Cundi (Rep) 6½s '59	67⅜	66⅞
Czech (Rep) 8s '51	110	110
Czech (Rep) 8s B '52	110	110
Danish Mun 8s A '46	110⅞	110⅞
Denmark (King) 4½s '62	91⅞	91⅞
Denmark (King) 6s '42	104½	103⅞
Deutsche Bk 6s ctfs '32	98½	98¼
Dominic (Rep) sf 5½s '42	95½	95½
Dresden 7s '45	97	97
Dutch E I 5½s Nov '53	101⅝	101⅝
Est R R Co 7s '54	103⅝	103⅝
Flat 7s '46 ex-war	90¼	90
Finland 5½s '58	87	87
Finland (Rep) 7s '50	98½	97⅞
Framerican Dev 7½s '42	105¾	105¼
French Nat 8s '45-'49	103¾	103¾
French (Rep) 7s '49	113⅞	113⅞
French (Rep) 7½s '41	120	119½
Germ Cen Ag Bk 7s '38	107	106⅜
Germ Cen Ag Bk 6s July '60	87½	87½
Germ Cen Ag Bk 6s Oct '60	87½	80
Germ Cen Agr 6½s '58 rct	83½	82½
Germ El Pow 6½s '50	91¼	91¼
Germ G E 6s '48	93¼	93¼
Germ G E 7s '45	99½	99½
Good Hope J&SW 7s '45	97⅞	97⅞
Graz 8s '54	96	96
Greek 6s '68	83	82½
Haiti (Rep) 6s '52	88	88
Heidelberg (City) 7½s '50	102	101⅞
Hungary Mun 7½s '45	93	92
Irish Free State 5s '60	97¼	97¼
Italian Credit Con 7s A '37	93¾	93¾
Italian Pub Util 7s '52	93	93
Italy (King) 7s '51	96¼	95¾
Jap (Con Pwr) 6½s '50	94	94
Jap (Con Pwr) 6s '54	99	99
Jap (Im Gov) 6½s '36	95¾	95¾
Jap (Im Gov) 6½s '54	103¾	103¾
Jugoslavia Bk 7s '57	78¼	78¼
Kreuger & Toll 5s '59 ww	94⅞	94⅞
Leipzig (City) 7s rcts '47	96	96
Lyons (City) 6s '34	103⅜	103⅛
Marseilles (City) 6s '34	103⅜	103⅜
Medellin 6½s '54	68½	68½
Mex 4s small A '31	24	24
Mex 6s small A '32	23	23
Milan (City) 6½s '52	76¼	75¾
Minas 6½s '58	87½	87½
Minas 6½s '59 ct	73¾	70½
Monterrey 7s '37 xw	96	96
New So Wales 5s '57	89½	89
New So Wales 5s '58	88¼	88¼
Nord Rys 6½s '50	101¾	101¾
Norway Bank 5s '67	96¼	96¼
Norway (King) 5s '63	97½	97½
Norway (King) 6½s '65	101½	101½
Norway (King) 6s '43	103½	103½
Norway (King) 6s '44	103½	103½
Norway (King) 6s '52	102⅜	102¼
Norwegian El 5½s '57	92¾	92
Nuremberg 6s '52	86	85
Oriental Dev 5½s '58	89½	89
Oriental Dev Ltd 6s '53	97¾	97
Oslo (City) 5½s '46	93¾	93¾
Oslo G & E 5s '63	91¼	91¼
Panama (Rep) 5s '63	91	90¾
Paris-Lyons Med 6s '58	103¾	103½
Paris-Lyons Int ctf 7s '58	105½	105
Paris-Orleans 5½s '63	101	100¾
Pernambuco (State) 7s '48	75½	74½
Peru 6s '61	75	74½
Poland 5s '40	76	76
Poland 7s '47	84¾	84¾
Poland 8s '50	95	95
Porto Ale (City) 7½s '66	84	84
Porto Ale (City) 8s '61	92½	92½
Prague (City) 7½s '52	104¾	104¾
Queensl'd (State) 7s '41	108	108
Rhine Main 7s '50	101	101
Rhine West 7s ww	90⅝	90⅝
Rhine Westphalia 7s '50	101	101
Rhine Westphalia 6s '52	98¾	98¾
Rhinelbe 7s '46 ex-war	95¾	95¾
Rio de Jan (City) 6½s '53	74	73
Rio de Jan (City) 8s '46	76½	76½
Rio G do Sul (State) 7s '66	82½	81⅝
Rio G do Sul (State) 8s '46	91⅝	91⅝
Rome (City) 6½s '52	87⅜	87
Salvador (Rep) 8s '48	88	88
Sante Fe (Prov) 7s '42	104⅜	104⅜
Sao Paulo (Bz) 7s '56	86	85¾
Sao Paulo (City) 8s '52	99	99
Sao Paulo (State) 6s '68	87	86½
Sao Paulo (State) 8s '36	100½	100½
Sao Paulo (State) 8s '50	93	91¾
Saxon Pub Wks 6½s '51	83½	82½
Saxon Pub Wks 7s '45	93¾	92⅝
Serb Cro & Slov 7s '62	77½	77⅛
Shinyetsu El Pow 6½s '52	88½	88½
Siemens 6½s ct '51	105	104¾
Siemens 7s '35	105	104¾
Silesia Elec Corp 6½s '46	82	82
Soissons (City) 6s '36	72	71⅞

Intercollegiate, Club and Professional Athletic News of the World

RANGERS MOVE UP IN STANDING

Win Two Games Over Week-End—Bruins, Maroons and Toronto Also Win

NATIONAL HOCKEY LEAGUE
U. S. Division

	W	T	L	Goals For	Goals Agst	Pts
Boston	21	6	4	99	61	42
N. Y. Rangers	13	2	10	88	76	28
Chicago	12	3	9	70	60	27
Detroit	9	2	13	70	81	20
Pittsburgh	4	1	18	63	97	9

Canadian Division

Montreal	14	2	8	83	64	30
Canadiens	9	4	7	73	66	24
Toronto	10	3	11	68	76	23
Ottawa	9	4	11	69	72	22
N. Y. Americans	7	1	16	57	89	15

RESULTS SATURDAY
Rangers 6, Pittsburgh 5.
Montreal 2, Ottawa 1.
Toronto 4, Americans 1.

RESULTS SUNDAY
Rangers 4, Chicago 1.
Boston 5, Detroit 4.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

PITTSBURGH, Pa. — Pittsburgh Pirates, who have failed to win a game from the New York Rangers in more than two seasons of play, lost another to the New Yorkers at Duquesne Garden Saturday night, 6 to 5. The fray was closely contested and hard fought throughout, the lead changing hands on no less than four occasions. In an effort to find a winning combination, Manager Frank Fredrickson revamped the Pirate lineup at the start of each period. The summary:

N. Y. RANGERS		PITTSBURGH
F. Cook, Thompson	lw	
	rw	Jarvis, Lowrey, Drury
Boucher, Murdoch	c	Briden, Fraser
W. Cook, Keeling	rw	lw, Darragh, White
Johnson, Foster	ld	rd, Smith, Milks
Bourgeault, Taylor	rd	ld, Spring, McKinnon
Roach	g	g, Miller, Spooner

Score—N. Y. Rangers 6, Pittsburgh 5. Goals—Murdoch 2, Taylor, Boucher, Bourgeault, Johnson, for New York; Darragh 2, Milks 2, Fraser, for Pittsburgh. Assists—Thompson, F. Cook, Keeling, Boucher, for New York; Lowrey 3, Darragh, for Pittsburgh. Referees—D. A. Ritchie and R. W. Hewittson. Time—Three 20m. periods.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, Ont.—By defeating the New York Americans, 4-to-1, while Montreal was winning from the Ottawa Senators, the local Maple Leafs regained third place in the Canadian group of the National Hockey League on Saturday. On the play the winners were much the better team, and only a scratchy goal late in the second period prevented the locals from scoring a shut out. The puck entered the net about six inches, being partly knocked in by Chabot as he lay on the ice. The summary:

TORONTO		AMERICANS
Jackson, Cotton	lw	
	rw	McVeigh, Boyd, Burmister
Primeau, Blair, Nighbor	c	
	c	Himes, Holmes
C. Conacher, Bailey	rw	
	lw	Sheppard, Masseear
Smith, Day	ld	rd, Simpson, Buch
Duncan, Horner	rd	ld, Bryde, L. Conacher
Chabot	g	g, Worters

Score—Toronto 4, Americans 1. Goals—Jackson 2, Bailey, Cotton for Toronto; Himes for Americans. Assists—Day 2, Blair, C. Conacher for Toronto; Simpson part for Americans. Referees—O. Cleghorn, Montreal, and H. L. Batstone, Kingston. Time—Three 20m periods.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

DETROIT—Ralph C. Weiland, the sharpshooting center ice star of the Boston Bruins, came to the rescue of the world's champions here Sunday night when he beat goaltender Beveridge of the Detroit Cougars with a fast shot from close range to give the visitors a 5-to-4 victory over the locals. It was one of the most spectacular National League games ever witnessed on Detroit ice and certainly the most prolific scoring affair in years. Seven goals were scored in the second period, five of them within the short space of five minutes. The summary:

BOSTON		DETROIT
Barry, Galbraith	lw	
	rw	Owen, Gainor, Mackay
Carson, Galbraith	c	Goodfellow
Oliver, Clapper	rw	Hutton, Mackay
Hay, Connors	lw	Bellefeuille, McCabe
Hitchman	ld	Lewis, Noble
Shore	rd	Rockburn, Hicks
Thoms	g	Beveridge

Score—Boston 5, Detroit 4. Goals—Clapper 2, Carson, Oliver, Weiland for Boston; Cooper, Rockburn, McCabe, Aurie for Detroit. Assists—Goodfellow, Herberts, Cooper, Lewis for Detroit. Shore, Barry, Gainor, Clapper for Boston. Referees—D. Ritchie and A. Romeril. Time—Three 20m. periods.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

MONTREAL, Que.—By defeating the Ottawa Senators, who were without their star and captain, Clancy, by 2 to 1, on Saturday night, the Montreal Maroons strengthened their hold on first place in the Canadian group of the National Hockey League. The game was a strenuous affair and the attackers found the road to the goal a hard one, but there were times when both goalies were called upon to make some smart saves.

MONTREAL		OTTAWA
Trottier, Siebert	lw	
	rw	Finnigan, Gagne, Klirea
M. Phillips, Stewart	c	Robinson
	c	Lamb, Cox
Ward, R. Smith, W. Phillips	rw	
	lw	H. Klirea, Touhey
Dutton, Wilcox	ld	rd, A. Smith
Boucher, Munro	rd	ld, Shields, Starr
Walsh	g	g, Connell

Score—Montreal 2, Ottawa 1. Goals—R. Smith and Ward for Montreal; H. Klirea for Ottawa. Assists—Trottier for Montreal. Referees—B. R. Corbeau, Petetang, and Gerald Goodman, London. Time—Three 20m. periods.

SPECIAL FROM MONITOR BUREAU

NEW YORK—The New York Rangers captured second place Sunday from the Chicago Black Hawks in the American group of the National Hockey League by defeating them, 4 to 1, in a vigorously played game, with many penalties. Big Ivan Johnson was the outstanding star, holding the Chicago forwards with ease, and scoring twice himself. The summary:

N.Y. RANGERS		CHICAGO
F. Cook, Keeling	lw	Heximer
	rw	Couture, March, Ingram
Boucher, Murdoch	c	Thompson, Cook
	c	Somers, Dutkowski, T. Cook
W. Cook, Thompson	lw	Goldsworthy, Arbour
Johnson, Bourgault	ld	Gottselig, Bostrom
	rd	Wentworth, Abel
Bourgeault, Taylor, Foster	rd	ld, Abel, Adams, Graham
Roach	g	g, Gardiner

Score—Rangers 4, Chicago 1. Goals—Johnson 2, W. Cook, F. Cook for Rangers; Adams for Chicago. Assists—Boucher 2 for Rangers; Dutkowski for Chicago. Referees—George Mallinson and Robert Hewitson. Time—Three 20m. periods.

MARSTERS TO COACH B. U.

Alton K. Marsters '20, Dartmouth College football captain, has been appointed to coach Boston University's football team for the 1930 season. Hilary Mahaney, who has been line coach for B. U. since 1925, has been retained as a coach. Marsters and Mahaney will replace the coaching staff of R. W. P. Brown and E. N. Robinson, who have had charge of the Pioneer squad since they left Brown University at the end of the 1925 season. It is possible that a third man may join Marsters and Mahaney.

Washington State Five Downs Idaho

Holds First Place in Pacific Coast Conference Basketball Race

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

PULLMAN, Wash.—Staging a fast second half rally, the State College of Washington basketball team defeated the University of Idaho five, 36 to 29, Saturday night and remained in first place in the Northern Division of the Pacific Coast Conference. The score at the half was 19 to 9, but the Pullmanites shot far ahead in the second period. C. C. Holsten '32, Washington State forward, was the hero of the game, counting 19 points for high honors. H. B. Stowell '31, was Idaho's mainstay. The summary:

WASHINGTON STATE		IDAHO
Holsten	lf	rg, Howard, Hale
Carlton	rf	lg, Carlson
Endslow, Mitchell	c	c, Thompson, Hurley
McLarney, Pesco	lg	rf, Stowell
Van Tuyl	rg	lf, McMillin

Score—State College of Washington 36, University of Idaho 29. Goals from floor—Holsten 9, Endslow 3, McLarney 2, Van Tuyl 2, Carlton for Washington State; Stowell 5, McMillin 5, Carlson, Howard, Thompson for Idaho. Goals from foul—Holsten, McLarney for Washington State; McMillin 2, Thompson for Idaho. Referee—William Mulligan, Spokane. Umpire—Elra Hunter, Spokane.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

LOS ANGELES, Calif.—With a third game left to play, the basketball varsities of the University of Southern California and Stanford University are tied as the result of the Trojans' decisive victory over the Cardinals Saturday night. The score of the game, which was played in the Shrine auditorium, was 36 to 18.

Stanford won Friday night's contest easily and were heavy favorites to win again Saturday evening. But displaying the best form they have shown thus far locally, California started out strong and were never headed.

W. R. Pierce '32, Trojan left forward, scored six goals from the floor to receive high point honors. Five of his successful shots were spectacular. Southern California's captain, J. W. Lehners '30, scored nine points and played a fine floor game. The third and deciding game will be played later this month in Stanford's pavilion in Palo Alto. The summary:

SO. CALIFORNIA		STANFORD
Pierce, Cano	lf	rg, McCandless, Hawkins
Gardner, Nibley	rf	lg, Rowley, Reynolds
Smith, Mortensen	c	Robert, Fawcett, Berg
Caldwell, Capps	lg	rf, Fawcett, Mears
Lehners	rg	lf, Tyler, Berg

Score—University of Southern California 36, Stanford University 18. Goals from floor—Pierce 6, Lehners 4, Gardner 2, Smith 2, Mortensen for Southern California; McCandless 2, Robert, Fawcett, Berg, Rowley for Stanford. Goals from foul—Gardner, Smith, Lehner, Caldwell for Southern California; Hawkins 2, Fawcett, Tyler, McCandless, Berg for Stanford. Referee—Lee Dempsey, Umpire—F. D. Johnson.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

OAKLAND, Calif.—Unable to hold an 11-point half-time lead, the University of California Bears lost a crucial Pacific Coast Conference basketball game to the University of California at Los Angeles, 26 to 23 at the Oakland Auditorium, Saturday night.

The first half looked as if California was going to win the contest easily. K. D. Pursel '30, P. S. Ten Eyck '30 and Wilson Tripp '30 were finding the basket consistently, while the Bruins were not having much success in getting through the Bear defense and missed a good number of set-up shots.

California came onto the floor in the second half playing a slower style of basketball, a deliberate game unfamiliar to followers of the Bears. They did not have much success breaking through the Bruin five-man defense and missed what few foul shots they could get.

The Bruins, in the meantime, had changed from a semi-deliberate style to a series of down-the-court rushes and enjoyed practically the same success.

The game started out with both teams playing wild basketball. The players were obviously tense and both sides missed several set-up shots. F. J. Lubin '31, Bruin backguard, started the scoring by hooping a free throw. The summary:

U. C. L. A.		CALIFORNIA
Wilds	lf	rg, Davis
Von Hagen	rf	lg, Vendt
Knowles	c	c, Ten Eyck
Lubin	lg	rf, Coffield, Nealson
Bateson	rg	lf, Tripp, Pursel

Score—University of California at Los Angeles 26, University of California 23. Goals from floors—Knowles 4, Wilds 3, Von Hagen, Lubin for U. C. L. A.; Pursel 5, Ten Eyck 2, Tripp 2 for California. Goals from foul—Wilds 2, Knowles 2, Lubin 2, Shy 2 for U. C. L. A.; Pursel 3, Nealson, Tripp for California.

WISCONSIN WINS IN SECOND OF SERIES

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

MADISON, Wis.—University of Wisconsin divided a series of two hockey games with University of Michigan here by winning a close match Saturday, 3 to 2. The victory gives the Badgers a record of three wins out of four games played so far in the "Big Nine" conference. Wisconsin entered the game determined to even up for the 2-to-1 defeat Friday night and held the upper hand throughout most of this contest. The summary:

WISCONSIN		MICHIGAN
Siegel, Bach	lw	rg, Nygard, Courtis
Meiklejohn	c	c, Langen
Krueger, Swiderski	rw	lw, Joseph, Schlanderer
Metcalfe	ld	rd, Hart
Thomsen, Swiderski	rd	ld, Bryant
Frisch	g	g, Tompkins

Score—University of Wisconsin 3, University of Michigan 2. Goals—Krueger, Thomsen, Metcalfe for Wisconsin; Joseph, Langen for Michigan. Assists—Bryant for Michigan. Referees—Fred Robertson, Chicago, and Robert Williams, Milwaukee. Time—Three 20m. periods.

JAFFEE RETAINS HIS TITLE

BEAR MOUNTAIN, N. Y.—Irving Jaffee, Olympic champion, holder of the world's outdoor one-mile, Middle Atlantic Skating Association one-mile and New York State outdoor titles, retained his interstate outdoor speed skating championship Sunday when he scored a total of 90 points in the annual meet conducted by the Bear Mountain Sports Association. All of the events were contested on Queensboro Lake in the Harrison State Park, four miles west of here. Miss Elsie Muller, who holds various women's records, also retained her interstate women's championship, scoring a total of 80 points.

U. S. WOMEN'S GOLF OCT 13-18

NEW YORK (AP)—The women's United States golf championship will be decided over the course of the Los Angeles Country Club Oct. 13-18. Announcement of the dates for the competition, in which Miss Glenna Collett will defend her title, was made by H. H. Ramsay, chairman of the championship committee of the United States Golf Association. The October dates were recommended by the women's committee of the U. S. G. A. The 1930 championship play will start two weeks later than was the case in 1929.

COLLEGE POLO RESULTS

Yale 24½, Squadron A 10½.
West Point 16, Fort Ethan Allen 6.
Princeton 18, Essex Troop 10.
Optimists 17, Penn M. C. 13½.
Freebooters 10½, Harvard 5½.

ENGLAND WINS AT RUGBY 11-3

Confounds the Critics by Defeating Wales at Cardiff

BY RADIO FROM MONITOR BUREAU

CARDIFF—England defeated Wales at Rugby football 11 points to 3 here Saturday—which means the much-criticized "experimental" English fifteen upset one of the greatest "certainties" to which students of the game ever committed themselves, whilst winning its opening engagement in this season's international campaign against the Welsh side, thought to embody all the Rugby virtues, and heralded as a team that might well inspire the long-awaited renaissance in Welsh play.

Such was the theory, but in practice it did not work out that way at all for the Englishmen, nine of whom never played for their country before, and only two of whom were really describable as experienced, proved to be definitely faster, man for man, than their opponents, and, taking the match as a whole, were better equipped in every respect. The game was conducted throughout at such a remarkable pace, and with such breath-taking keenness that a record crowd of nearly 70,000 spectators burst into the pitch eager to follow the rapid fluctuations of fortune, and once indeed play had to be suspended until the surging mob was swept clear of the touch lines.

Tucker Replaces Rew

Circumstances conspired to confound the prophets before the game started as H. Rew, heavy forward, was compelled to stand down at the eleventh hour and his place was filled by J. S. Tucker, well-tried campaigner, who was able to relieve the young and comparatively untried A. E. Kendrew of the responsibility of "hooking" (securing the ball in set scrimmages). How Tucker got to the ground at all is quite a dramatic story. About two hours before the match he was in Bristol where he received a telegram asking him to play. He chartered an airplane, and while the crowd was filling the ground he was circling over Cardiff looking for a suitable landing place. However, he arrived in time and played the game of his career, contributing immensely to the completely unexpected subjugation of the Welsh pack. With the ball coming out like clockwork from under the forwards' heels, W. J. Sobey and R. S. Spong, who were associated at halfback in their school days at Mill Hall, and now are partners for the old Mill Hallians Club, had every opportunity to show their combined skill. Individually, and as a pair, they were a great success, Sobey flashing out a fine service of passes from scrum, Spong catching them at all angles as if his hands were magnetic to leather. In the defense they were superb, and th only fault in attack was an occasional tendency for Spong to try a little too much on his own.

The Welsh halfbacks, D. E. Roberts and Frank L. Williams, playing the best part of the time behind the beaten forwards, were overshadowed, although toward the end when they did see more of the ball they and their three-quarter backs, launched attack after attack and were foiled only by England's magnificent tackling. The Welsh movements were spoiled by their slowness, the most notable exception being one which gave the home country its only try eight minutes after half time. Passing bouts were carried out at top speed, but in the absence of anything unexpected, England's white jerseys always contrived to come in with a hearty crash before the last of the Welsh "threes" could reach the line.

Vary Tactics Cleverly

England's back divisions were distinctly more enterprising and distinguished themselves by giving and taking passes cleanly by varying their tactics cleverly, and by rapidly shifting the direction of attack. The last named quality led to the first score five minutes after the start, Matthew Robson, Oxford hero in this season's intervarsity match, was tackled when attempting to cut through on his own. As he thudded to the earth, he flung the ball clear, and Sobey nipping across, caught it angle-high, and before he could be smothered, passed straight back to J. S. R. Reeve, who hurtled it over the line for the only score registered before the interval.

Five minutes after the change of ends Reeve repeated the performance, only this time he cut in from wing to center—a movement which The Christian Science Monitor learns had been specially practiced in training the previous day—and seeing the opportunity to cut through in a zigzag-ey way past the Welsh defenders, leaving them "on the wrong foot," by the time they had recovered he was over the line and behind the goal posts for a try, which B. H. Black, converted without difficulty.

From now to the finish, Wales did most of the attacking. Forwards who had been good all along in the loose without showing particular thoughtfulness rallied bravely and the backs developed many dashing movements, as mentioned, though most were of "straight along the line" variety and England dealt faithfully with them. This sustained but unimaginative recovery had been preceded by a brilliant sample of unorthodoxy by J. C. Morley, who cut across toward right wing and then threw a long pass to the left where Williams carried on the movement. The latter's beautifully timed pass enabled T. E. Jones-Davies to cross the English line near the corner flag before he was brought to the grass. D. A. I. Parker's unsuccessful kick at the goal following this try was at a long range and at a wide angle.

The battle between the rival packs then to the finish was a Homeric struggle. In the loose there was nothing to choose between them, but in the tight as has been said the Englishmen possessed unexpected advantage which the veteran captain, H. G. Periton, utilized to the full by ordering scrimmages instead of line outs when the Welshmen kicked the ball into the touch. The victors' scoring was completed by a penalty kick by Black. For Welsh supporters the game was a disappointment as England had not won at Cardiff since 1913 in a series of 42 international matches whereof England now has won 23 and Wales 16. Three have been drawn. The summary:

ENGLAND		WALES
Periton	f	f, Jones
W. E. Tucker	f	f, Parker
Howard	f	f, Jenkins
Forrest	f	f, Bowdler
Black	f	f, Hollingdale
Bateson	f	f, Skym
Kendrew	f	f, Thomas
J. S. Tucker	f	f, Arthur
Sobey	sh	sh, Roberts
Spong	fh	fh, Williams
Reeve	lw	rw, Morley
Robson	g'oals	Black for England; Bowcott
Malir	re	le, Jones-Davies
Novis	rw	lw, Hickman
Askew	fb	fb, Bassett

Score—England 11, Wales 3. Tries—Reeve 2 for England; Jones-Davies for Wales. Placed goals—Black for England. Penalty goals—Black for England—Bowcott Referee—W. R. Jeffares, Ireland. Touch judges—H. A. Hair-Smith, England, and M. Moses, Wales. Time—Two 40m. periods.

Kansas City Ties With Oilers, 1 to 1

Get Fortunte Goal—Duluth Hornets Score Win From Millers, 3 to 1

AMERICAN HOCKEY ASSOCIATION

	W	T	L	Goals For	Goals Agst	Pts
Kansas City	10	7	6	34	26	27
Duluth	8	9	7	43	41	25
Minneapolis	9	5	10	46	39	23
Tulsa	6	11	7	35	37	23
St. Louis	7	8	8	44	41	22
St. Paul	6	8	8	28	33	20

RESULTS SATURDAY
Duluth 3, Minneapolis 1.
Kansas City 1, Tulsa 1 (overtime).

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TULSA, Okla.—Kansas City's American Hockey Association leading team played to a 1-to-1 overtime tie with Tulsa's Oilers in the two-game series final here Saturday night before 2500 fans, and as Coach Grant's Missourians left town after the contest they were fortunate, for the point handed them for the visitor's only goal was the result of a rebound off the backboards behind Tulsa's net, the puck hitting Goalie McCusker's pads and rolling into the net. The summary:

KANSAS CITY		TULSA
Scott, Rangér	lw, rw	Wakeford, Marker
Mitchell, Campbell	c, c	Sheppard, Johnson
Dunfield, St. John	rw, lw	Metcalfe, Moffatt
McLeod, McCormick	ld, rd	Trapp, Hansen
Halderson, Munro		ld, Williams, Borland
Byrne	g	g, McCusker

Score—Kansas City 1, Tulsa 1. Goals—Ranger for Kansas City; Marker for Tulsa. Assists—Borland for Tulsa. Referee—Jack Hughes, Winnipeg. Time—Three 20m. periods and 10 minutes overtime.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

DULUTH, Minn.—Duluth raced through a ragged Minneapolis defense here Saturday night to score a 3-to-1 victory over the Millers in a fast, exciting American Hockey Association game played before 2500 fans. Arthur Merrill was the outstanding player of the game, scoring all three Duluth scores. Redding, on a pass from Gordon, scored the Miller goal. The summary:

DULUTH		MINNEAPOLIS
Green, Goodman	lw	
	rw	DePaul, Westwick, Crawford
Scott, Mitchell	c	c, Scotvold, Redding
Forslund, Merrill	rw	
	lw	Garrett, Denneny, Gordon
Davis, Laraglois	ld	rd, Coutu
Bergl, rd		ld, Stuart
Turner	g	g, Timmins

Score—Duluth 3, Minneapolis 1. Goals—Merrill 3 for Duluth; Redding for Minneapolis. Assists—Mitchell, Goodman for Duluth; Gordon for Minneapolis. Referees—Alex Irwin, Winnipeg, and Frank T. Winters, Cleveland. Time—Three 20m. periods.

OAKLAND SHUTOUT ON TWO OCCASIONS

Hollywood and Los Angeles Hold Millionaires Scoreless

CALIFORNIA HOCKEY LEAGUE

	W	T	L	Goals For	Goals Agst	Pts
Oakland	11	2	7	58	35	24
San Francisco	8	4	8	56	56	20
Los Angeles	9	2	8	46	61	20
Hollywood	5	4	10	42	50	14

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

HOLLYWOOD, Calif.—In a rou game at Oakland Jan. 12, Hollywood defeated Manager Hassett's Sheiks, 3 to 0. Harris opened the second period with a goal from Singer's assist. Oakland peppered Goalie Carrigan and his defense men with a total of 20 shots but could not score. Peltier from Harris, and Comber from Daniel Carrigan scored for Hollywood in the third period. It was the first time the Millionaires had shut out the champion Sheiks this season.

Jan. 13 the Sheiks were again shut out at Los Angeles, 2 to 0, by the Oilers, first time for them, too, to prevent the champions from scoring this season. It was not because they did not put up a splendid attack, for the Sheiks worked like beavers, but just could not complete combination plays. The first two periods went scoreless. Larkin fooled Goalie Fowler with a soft shot at two minutes of the last period. Pool from Jacob Bond scoring two minutes before the close. The same night at San Francisco, a tempestuous brand of hockey with its frills and spills, was furnished by the Tigers and Hollywood Millionaires, who battled to a 3-to-3 overtime tie. Hollywood presented a determined uphill battle in its first appearance at San Francisco under the management of Fred Harris and they played a strong roving game and checked consistently. Arthur Giroux, Riley and Scott scored for Tigers, Poltier, Comber and Maher for Hollywood. Harris and Singer assisting the last two. Riley's defensive play was the feature in breaking up several sure attacks.

The biggest audience since the opening night, greeted Hollywood Jan. 16, but saw the Millionaires easily defeated by Oakland, 5 to 1. The losers had the best of the opening period, Comber scoring on an assist from D. Carrigan. Stevens broke through an opening and score I in the next session, followed by a goal when Alex Cook passed to Vokes who scored easily. In the last session George Bond made assists to both Vokes and Saundercook for goals. Alex Cook from Miller scoring the last of the evening. Although handicapped the Los Angeles Richfields continued their winning hockey, by defeating San Francisco at the latter's rink, 3 to 2, after an uphill fight to go into a tie for second place Jan. 16 without the services of Lawrence or Wilson. Brandow, Pool and Larkin all scored in the last period, Scott and Riley had scored early in the opener for the Tigers.

ATHLETIC MEDAL GIVEN WHITE

NEW YORK (AP)—The Progress Medal for advancement in athletics, awarded annually by the Veterans' Association of the New York Athletic Club, was presented Saturday night to Robert N. White '32 of Harvard University. The medal was given White in recognition of his advancement in rowing. He was stroke oar of the freshman crew at Harvard last year and is a member of the 1930 varsity squad. He also rowed in the athletic club's crew which won the national championship in its class last spring.

C. W. SPEARS SIGNS CONTRACT

MISSOULA, Mont. (AP)—Dr. Clarence W. Spears, University of Minnesota football coach, signed a five-year contract to coach football at the University of Oregon on Saturday. He will take charge of the Oregon squad next fall. The new coach will select his own assistants, but he said he does not contemplate any radical changes in the personnel of the coaching staff or in the Oregon coaching system.

COLLEGE FAILS TO ELECT

WASHINGTON, Pa.—The Washington and Jefferson College varsity football squad failed to elect a captain for 1930 when none of the candidates received the required three-fourths majority of the 25 votes cast. Another meeting of the players will be called, and if an election does not result the dual captaincy system will be adopted.

COLLEGE RIFLE RESULT

Annapolis 1348, Penn State 1312.

MARTIN TOURNEY WON BY HAINES

Defeats B. H. O'Connor but Not Until the End of a Long Match

SPECIAL FROM MONITOR BUREAU

NEW YORK—Rowland B. Haines, United States champion, emerged victor in the annual Clyde Martin Memorial invitation squash tennis tournament of the Yale Club, as the result of the final round, played on Saturday, against Burdett H. O'Connor of the Crescent Athletic Club. The score was 16—18, 12—15, 15—3, 15—8, 15—12.

As in his two preceding matches in the tourney, against Edward R. Larigan, also of Crescent, and Harry F. Wolf of the New York Athletic Club, Haines was forced to battle to the very end before he could dispose of the hard hitting and clever position play of O'Connor. In the final game, a series of wallops that were extremely accurate in their placing brought O'Connor into a lead of 11—2, and only a streak of wildness on his part which followed, enabled Haines to overtake him. Once the champion was within hailing distance of his opponent, his own skill in placement play came to the front, and only once was O'Connor able to win a point, while Haines ran out the game and match with runs of five, three, one, and four.

Haines apparently had matters all his own way at the start of the match, leading at 12—3 in the first game. But the New Moon player suddenly got his drives into working order, and forcing extra points by tying the score at 13-all, came from behind in the game of five after trailing at 2—1, to take the game with another series of placements. Once again Haines ran up a lead of 8—3 in the second game, only to have O'Connor start after him and holding the Columbia University Club star scoreless for 10 innings, run out the game at 15—12.

Haines was now playing his most crafty and varied game, and his service was also working better. So the next two games came to him with ease, as the attempts of O'Connor to get his scoring machine working once more were quickly stopped by the crafty play of the champion. In the final game, Haines slipped slightly on control, the long strain of handling the wallops of O'Connor telling slightly on his accuracy, and a long series of placement shots by O'Connor, interrupted only twice when his drives fell below the level of the telltale, brought 11 points in four innings. This roused Haines, and displaying every possible bit of court craft and placing skill, he forced O'Connor out of position in one rally after another, and though O'Connor managed to hold the lead at 12—11, it was a final effort, and a series of errors by the New Moon player, with a final pair of change of pace shots by Haines for placements, ended the struggle.

Both players displayed the most brilliant sort of squash, and especially in the rallies of the first two games, showed skill in getting the ball from apparently impossible positions that brought cheers from the experts that thronged the gallery. The summary:

CLYDE MARTIN MEMORIAL INVITATION SQUASH TENNIS TOURNAMENT—Final Round

Rowland B. Haines, Columbia University Club, defeated Burdett H. O'Conner, Crescent Athletic Club, 16—18, 12—15, 15—3, 15—8, 15—12.

Buffalo Retains Lead of Standing

Wins Easily From Toronto —Cleveland Defeats Niagara Falls

INTERNATIONAL HOCKEY LEAGUE

	W.	T.	L.	Goals For	Goals Agst.	Pts.
Buffalo	14	2	6	56	35	32
Cleveland	11	7	3	69	43	31
Windsor	12	5	5	53	48	29
Detroit	12	5	5	63	42	28
London	12	2	9	71	56	26
Hamilton	5	3	12	49	59	13
Toronto	4	1	16	41	107	9
Niagara Falls	3	2	15	37	66	8

RESULTS SATURDAY
Buffalo 5, Toronto 2.
Cleveland 5, Niagara 0.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

FORT ERIE—Led by Bogardis, the Buffalo Bisons defeated the Toronto Millionaires 5 to 2, here on Saturday night and retained the leadership of the International Hockey League. The losers were twice in front, at the end of the first and second periods, but the locals came through with four goals in the last 20 minutes to secure the points that kept them ahead of Cleveland. Bogardis scored four of the five goals. The summary:

BUFFALO		TORONTO
Voss, Bogardis	lw	rw, Smith, Lever
Huard, Roth	c	c, Meeking, Field
Godin, McIntyre	rw	
	lw	Proudlock, McCalmon
Cameron, Martin	ld	rd, Berlet
Lederman, Cain	rd	ld, Moore, McBride
Tauguer	g	g, Fisher

Score—Buffalo 5, Toronto 2. Goals—Bogardis 4 and Lederman for Buffalo; Proudlock 2 for Toronto. Assists—Roth, Voss and Cain for Buffalo; Meeking for Toronto. Referee—Guy Smith, Hamilton Time—Three 20m. periods.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

CLEVELAND, O.—Cleveland won an easy victory over Niagara Falls in an International Hockey League contest here Saturday night, 5 to 0. The Cleveland sextet outclassed the last-place visiting team in every department of play. The game was one of the cleanest played here this season.

CLEVELAND		NIAGARA FALLS
Brophy, Williams	lw	
	rw	Elliot, McLeod
Gray, McGuire	c	
	c	Laroche, Oatman, Lowrey
Doraty, Dunning	rw	lw, Gross, Gauthier
McFarlane	ld	rd, Yankoski, Quesnelle
Young, Frew	rd	ld, Green, McGaffin
Moore	g	g, Farrell

Score—Cleveland 5, Niagara Falls 0. Goals—Doraty 2, Dunning, Gray, McFarlane for Cleveland. Assists—Brophy, Clark for Cleveland. Referee—Thomas Munro. Time—Three 20m periods.

FALCARO DEFEATS SMITH

NEW YORK (AP)—Joseph Falcaro of New York, world's match game champion, clinched first place in an all-star round robin bowling tournament here Sunday night when he conquered James Smith of Chicago, 2110 to 1916. With one more match to play, Falcaro had won five straight matches without a defeat. Smith closed the tournament with four victories and two defeats. Falcaro had 51 strikes, 50 spares, 5 splits and 1 error; Smith, 43 strikes, 50 spares, 13 splits, no errors.

COLLEGE SWIMMING RESULTS

West Point 54, Delaware 8.
W. and L. 40, Duke 29.
Columbia 34, M. I. T. 28.
Union 32, Rensselaer 30.
Wesleyan 48, Bowdoin 29.
Dartmouth 32, Syracuse 30.
Lehigh 48, Lafayette 11.
Princeton 48, Penn 14.

COLLEGE SQUASH RACQUETS RESULTS

Princeton 4, Penn 2.
Harvard Club A 3, Harvard 2.

Iowa State Quintet Defeats Oklahoma

Missouri Downs Nebraska in Other 'Big Six' Conference Game

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

NORMAN, Okla.—Iowa State College handed the University of Oklahoma basketball team its second straight defeat in the "Big Six" Conference race Saturday night, when the proteges of Coach L. E. Menze, staged a spectacular late rally to overome a seven-point Sooner margin and win 34 to 33. R. C. Roadcap '32, forward, played the greater part of the rally when he scored three of his seven field goals in the last three minutes of play. Oklahoma had led 15 to 12 at the half and after the visitors had scored eight points in quick succession, the Sooners again took command largely through the fast floor work and goal shooting of Capt. R. T. Churchill '30 and H. F. Roberts '31. When the game had but three minutes to go, Roadcap swung into action with two field goals in quick succession and when he missed another try Albert Heitman '32, Iowa State center, was under the backboard to tip it in. Oklahoma called time out, but Roadcap's answer was another long one-hand shot that won the game when there were only 30 seconds left. The summary:

IOWA STATE		OKLAHOMA
Woods, Zimmerman	lf	rg, Culbertson
Roadcap, Wilcox	rf	lg, Noble
Heitman	c	c, Roberts
Rieke	lg	rf, Churchill
Hawk	rg	lf, Meyer

Score—Iowa State College 34, University of Oklahoma 33. Goals from floor—Roadcap 7, Woods 3, Heitman 2, Rieke 2, Hawk 2 for Iowa State; Churchill 5, Roberts 5, Noble 3, Meyer, Culbertson for Oklahoma. Goals from foul—Zimmerman, Rieke for Iowa State. Churchill 2, Noble for Oklahoma. Referee—Dwight Ream. Umpire—J. B. Olds.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

COLUMBIA, Mo.—Taking a lead after six minutes of play, when M. M. Collings '32 made a field goal from near the center of the court, the University of Missouri basketball team led the University of Nebraska throughout the remainder of the game and won its third "Big Six" Conference basketball game, by a score of 27 to 21.

Capt. R. M. Craig '30 of the Tigers led all players in points scored, with three field goals and four goals for nine points. H. H. Welsh '30, of Missouri and F. D. Maclay '31 of the visitors tied for second honors with eight points each.

The victory gives Missouri first place honors in the Conference until Feb. 1, when the Tigers play their next game at Norman against the University of Oklahoma.

The brilliant defensive work of Collings and the manner in which Welsh, Craig and C. E. Huhn '31 worked together on offensive plays were highlights of the game. Maclay and Capt. A. J. Lewandowski '30 were the Nebraska offense and defense stars. The summary:

MISSOURI		NEBRASKA
Welsh	lf	rg, Hokuf
Waldorf, Campbell	rf, lg	Lewandowski
Huhn	c	c, Maclay
Collings	lg	rf, Davey
Craig	rg	lf, Wittc

Score—University of Missouri 27, University of Nebraska 21. Goals from floor—Welsh 3, Huhn 3, Craig 3, Waldorf, Collings for Missouri; Maclay 3, Davey 2, Hokuf for Nebraska. Goals from foul—Craig 3, Welsh 2 for Missouri; Lewandowski 3, Maclay 2 for Nebraska. Referee—Leslie Edmonds. Umpire—Reeves Peters.

TRAVIS MEMORIAL CUP WON BY TRYON

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

ST. AUGUSTINE, Fla.—Howard A. Tryon of the Elmira Country Club, Elmira, N. Y., s

FENCING STARS IN EXHIBITION

Nedo Nadi, the Famous Italian Master, to Make American Debut Jan. 30

SPECIAL FROM MONITOR BUREAU

NEW YORK—The greatest collection of Olympic and national champions and masters that ever encountered each other in an exhibition fencing event in the United States will participate in the bouts at the New York Athletic Club on Jan. 30, when Nedo Nadi, the famous Italian master, and former Olympic champion in all weapons, makes his American début.

Nadi himself won the individual title with all three weapons at Antwerp, in 1920, before turning professional. He will encounter Maître Deladrier, former champion of Belgium, now coach of the teams of the United States Naval Academy, at foils, and will end the exhibition with a bout at saber with George Santelli, former champion of Italy, and the coach of the American Olympic team at Amsterdam, now at the New York Athletic Club.

In addition to the professional bouts, Joseph L. Levis, United States foils champion; Lieut. George C. Calnan, U. S. N., former titleholder, and captain of the international team to invade Great Britain next summer, will encounter each other, and among the other participants will be Francis S. Righeimer Jr., double winner of the intercollegiate foils and épée titles last year, and United States épée champion; Pieter Mijer of the Holland Olympic team of 1926 and Greenwich Village, and Bela Nagy, former Hungarian star, now a member of the New York Athletic Club.

Even the officials will be the most representative group of former stars ever gathered for any similar event. Dr. Graeme M. Hammond, president of the American Olympic Association, and a former champion, as well as president of the Amateur Fencers' League of America, will act as master of ceremonies, while the director of bouts will be the Hon. Henry Breckenridge, also a former champion, and Olympic team captain, who was assistant Secretary of War under President Wilson. Others who are likely to be among the judges will be Francis B. O'Connor, secretary of the Amateur Fencers' League, and Leon M. Schoonmaker, also a former Olympic star and United States champion.

Tickets, $3 for the reserved section, and $2 for the rest of the hall, are now on sale at the New York Athletic Club, as well as at the various other local clubs of the Amateur Fencers League, and may also be obtained from John Allaire, No. 320 East Fifty-third Street.

The complete program so far as arranged, is as follows.

Lieut. G. C. Calnan, U. S. N., vs. Joseph L. Levis, Fencers' Club, 10 touches at foils.

Pieter Mijer, Washington Square Fencers' Club, vs. Righeimer Jr., Fencers' Club, 5 touches at épée.

Bela Nagy, New York Athletic Club, vs. Nikolas Muray, New York Athletic Club, 10 touches at saber.

Nedo Nadi, Italy, vs. Deladrier, Belgium, at foils.

Norman C. Cohn, Fencers' Club, vs. Warrant Officer John W. Dimond, United States Military Academy, 10 touches at saber.

John F. Potter, Yale University, vs. P. E. Nobbs, Montreal, Can., 10 touches at foils.

Nedo Nadi, Italy, vs. George Santelli, at saber.

OPTIMISTS WIN AT POLO BY 17 TO 13½

METROPOLITAN INDOOR POLO CHAMPIONSHIP STANDING

	Won	Lost	P.C.
Brooklyn R. & D. Club..	2	0	1.000
Optimists	2	0	1.000
Pennsylvania M. C.	3	1	.750
101st Cavalry	1	1	.500
Squadron A	1	3	.250
Peter Pan Club.....	0	1	.000
West Point Officers.....	0	1	.000
The Riding Club.....	0	2	.000

SPECIAL FROM MONITOR BUREAU

NEW YORK—The Optimist team of Frederick W. C. Guest, his younger brother, Raymond, and Lieut. McDowell Jones, though conceding a handicap of 11 to the Pennsylvania Military College team, which had been the leaders in the Metropolitan indoor polo championship, managed to overtake the Pennsylvanians with a run of nine goals in the final period of their game at Squadron A Armory on Saturday evening and emerged victors by a score of 17 to 13½.

This places the winners in a tie with the Brooklyn Riding & Driving Club team, with the prospect that they will be the final victors in the series. The summary:

OPTIMISTS	P. M. C.
No. 1—Raymond Guest.....	H. H. Teitel
No. 2—F. W. C. Guest....	John Pickering
Back—Lieut. McDowell Jones	W. H. Nicholls Jr.

Score—Optimists 17, Pennsylvania Military College 13½. Goals—F. Guest 7, R. Guest 5, Jones 5, pony for Optimists; Pickering 3, Nicholls, by handicap 11 for Pennsylvania Military College. Fouls—Jones 2 against Optimists; Tietel, Pickering, Nicholls against P. M. C. Referee—Gilbert Wilson. Time—Four 7½m. chukkers.

COLLEGE BASKETBALL RESULTS

Annapolis 49, Catholic 20.
Gustavus Adolphus 41, St. John's 17.
Butler (R.) 31, Illinois (R.) 23.
Loyola 12, Detroit 10.
Ohio Wesleyan 47, Denison 26.
Cincinnati 30, Miami 27.
Pittsburgh 33, Notre Dame 13.
Wooster 32, Otterbein 23.
Wisconsin 14, Illinois 9.
Indiana 36, Northwestern 22.
Cornell 23, Yale 19.
Kalamazoo 25, Flint Tech. 17.
De Paul 27, Columbia 25.
Carroll 42, Chicago Y. M. C. A. 25.
Bradley P. I. 35, Iowa 28.
Iowa State 34, Oklahoma 33.
Harvard 30, West Point 25.
Knox 44, Hamline 23.
R. F. St. Teachers 30, McAlester 14.
Augsburg 34, St. Thomas 19.
Concordia 15, N. P. Juniors 8.
Illinois Wes. 23, St. Viator 14.
Kentucky 33, Tennessee 20.
Ripon 28, Coe 22.
Creighton 19, Marquette 17.
Huron 42, Augustana 23.
St. Mary's 36, Haskell 30.
Morningside 40, Simpson 27.
Shurtleff 50, Illinois Col. 25.
Oberlin 21, Western Reserve 19.
Texas 29, Arkansas 27.
St. Louis 20, Grinnell 17.
Missouri 27, Nebraska 21.
Yankton 29, Western Union 23.
Superior S. T. 38, Stout 21.
Illinois Normal 28, DeKalb Normal 26.
Manhattan 37, City College 35.
Columbia 36, Williams 35.
New York 35, Georgetown 27.
Fordham 28, F. and M. 22.
Dartmouth 28, Princeton 25.
Lehigh 40, Villanova 34.
W. & M. 31, Richmond 22.
Wesleyan 32, Amherst 25.
Rensselaer 27, Long Island 31.
Northeastern 32, New Hampshire 27.
Syracuse 30, Pennsylvania 27.
St. Michael's 31, Norwich 28.
Union 30, Pratt 27.
Colgate 33, Duquesne 20.
St. John's 33, Gallaudet 18.
Emory and Henry 36, King 28.
Duke 49, Wake Forest 24.
Penn State 40, West Virginia 39.
Grove City 47, Carnegie Tech 46.
Georgia 26, Georgia Tech 23.
Tulane 22, Miss. A. and M. 19.
Mississippi 32, La. State 29.
Birmingham 45, Mississippi College 34.
Clemson 59, Newberry 9.
Furman, 56, Presbyterian 27.
Swarthmore 48, Ursinus 18.
P. M. C. 33, Penn Optometry 29.
Brown 29, Clark 25.
Detroit C. C. 29, Ypsilanti 21.
Alma 26, Albion 21.
Kalamazoo 21, Olivet 18.
Conn. Aggies 35, Mass. Aggies 28.

TWO GOLFERS SHARE VICTORY

LA JOLLA, Calif.—Three cards better than par for the difficult course of the La Jolla Country Club were made here Saturday in an 18-day golf tournament by two professionals and amateur golfers now on the Pacific coast. Sharing first money in the one-day tournament were two professionals, Richard Linares of Tucson, Ariz., and P. O. Hart of Wheeling, W. Va. Their scores of 70 were equaled by George Von Elm, former national amateur champion. Von Elm went out in 34, the best card of the day on the first nine. Linares made the turn in 35 and Hart in 36.

AMUSEMENTS

NEW YORK CITY

RUTH DRAPER
IN HER ORIGINAL CHARACTER SKETCHES
Every evening at 8:50
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Management Actor-Managers, Inc.
COMEDY THEATRE, 41st St., E. of B'y
Mats. Thur. & Sat. 2:30; Very good seats $1

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GUILD THEATRE 52nd Street, W. of B'way
Evgs. 8:50. Mats. Thurs. and Sat.

WALTER HAMPDEN
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HAMPDEN'S Th., 62d St. & B'y. Eves. 8:30. Mts. Wed.. Sat. 2:30

WILLIAM HARRIS JR. Presents
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BIJOU Thea., 45th, W. of B'y. Eves. 8:50. Matinees Wed. and Sat. 2:30
WM. HODGE in INSPECTOR KENNEDY
IS THE SHERLOCK HOLMES OF HIS DAY AND GENERATION."
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MAJESTIC 44, W. of B'way. Evs. 8:30. Mats. Wed. and Sat., 2:30
The International Musical Triumph
'A WONDERFUL NIGHT
("Die Fledermaus")
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Evenings 600 Seats $1 to $3

GRACE GEORGE
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FIRST MRS. FRASER
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Eves. 8:50. Mats. Wed., Thurs. & Sat. 2:30

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SAM H. HARRIS presents
June Moon
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BERKELEY SQUARE
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COPLEY Tues., Thurs. and Sat. 2:30 Eves. 8:30
'THE MIDDLE WATCH'
The Laugh of a Lifetime

Dartmouth Beats Orange Swimmers

Princeton Defeats Pennsylvania Winning All but Fancy Dive

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

HANOVER—The Dartmouth College swimming team upset the strong Syracuse University aggregation when it won their Intercollegiate Swimming League championship meet from the invaders, Saturday, 32-to-30. The relay race decided the meet, as Dartmouth was trailing by six points at the time.

Syracuse's two nationally known swimmers, J. B. Wohl '31 and Capt. R. L. Cannon '30, shared the honors of the afternoon, Wohl winning the backstroke and Cannon taking both the 100 and 440-yard freestyle, although both races were very close.

R. M. Cukor '31, gave Dartmouth an early lead when he won the 50-yard freestyle over Wohl, who managed to tie with another Dartmouth swimmer, B. D. Jeffery '32. From then on Syracuse won every first place until the relay race.

Syracuse won the waterpolo game, which was also a league contest by a 39-to-28 score. W. H. Harrison '30, Dartmouth captain, scored all of his team's touch goals. The swimming summary:

50-Yard Freestyle—Won by R. M. Cukor '31, Dartmouth; J. B. Wohl '31, Syracuse, and B. D. Jeffery '32, Dartmouth, tied for second. Time—26s.

440-Yard Freestyle—Won by R. L. Cannon '30, Syracuse; R. C. Vinal '31, Syracuse, second; W. H. Birnie '30, Dartmouth, third. Time—5m. 43 2-5s.

Fancy Dive—Won by S. P. Combs '30, Syracuse (88.3 points); R. C. Hosmer Jr. '32, Dartmouth, second (70.6 points); C. K. Faye '30, Dartmouth, third (63.1 points).

150-Yard Backstroke—Won by J. B. Wohl '31, Syracuse; F. S. Burkhardt '31, Dartmouth, second; A. E. Allen Jr. '32, Dartmouth, third. Time—1m. 27-2-5s.

200-Yard Breaststroke—Won by D. E. Engdahl '30, Syracuse; D. C. Pinney Jr. '32, Dartmouth, second; M. H. Cardoza '32, Dartmouth, third. Time—2m. 43 3-5s.

100-Yard Freestyle—Won by R. L. Cannon '30, Syracuse; F. P. McCord '31, Dartmouth, second; C. S. MacAllister Jr. '31, Dartmouth, third. Time—57 4-5s.

200-Yard Relay Race—Won by Dartmouth College (B. D. Jeffery '32, E. S. Smith '32, F. P. McCord '31, R. M. Cukor '31). Time—1m. 41 4-5s.

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

PRINCETON, N. J.—Princeton University and the University of Pennsylvania each won a part of their Eastern Intercollegiate Swimming Association dual meet here, Saturday, the Tigers taking the swimming events by a score of 48 to 14, while the Red and Blue won at waterpolo, 50 to 4.

Princeton won every first place in the swimming except the fancy dive, which went to W. T. Grandy '32 of Pennsylvania with 78.9 points to his credit. The summary:

50-Yard Freestyle—Won by W. A. Turner Jr. '31, Princeton; D. L. Stone Jr. '32, Princeton, second; W. C. Stinson Jr. '32, Pennsylvania, third. Time—25.2s.

100-Yard Freestyle—Won by H. E. Nicholson '32, Princeton; E. A. Teaf '30, Pennsylvania, second; A. K. Shenk '30, Princeton, third. Time—58.4s.

440-Yard Freestyle—Won by C. C. Shenk '30, Princeton; J. P. Gaillard '31, Princeton, second; B. E. Marshall '32, Pennsylvania, third. Time—5m. 36.2s.

150-Yard Backstroke—Won by W. H. Lander Jr. '32, Princeton; A. A. S. Whitaker '32, Pennsylvania, second; W. R. Bryant '30, Princeton, third. Time—1m. 56s.

200-Yard Breaststroke—Won by E. J. Moles Jr. '31, Princeton; V. G. Manych '32, Princeton, second; C. H. Page Jr. '31, Pennsylvania, third. Time—2m. 42.3s.

Fancy Dive—Won by W. T. Grandy '32, Pennsylvania (78.9 points); J. H. Brooks '30, Princeton, second; W. F. Mountain '31, Princeton, third.

200-Yard Relay—Won by Princeton University (D. L. Stone Jr. '32, J. P. Gaillard '31, H. E. Nicholson '32, W. A. Turner Jr. '31). Time—1m. 41s.

TORONTO TIES WITH McGILL IN OPENER

CANADIAN INTERCOLLEGIATE HOCKEY TITLE SERIES

	W	T	L	Goals For	Goals Agst	Pts
Toronto	0	1	0	2	2	1
McGill	0	1	0	2	2	1

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, Ont.—Two goals in the second period of Saturday's game against University of Toronto were sufficient to give McGill University of Montreal a tie in the first of a home-and-home series, total goals to count, the series between the two teams being for the Canadian Intercollegiate Hockey championship. This year the title will be decided between these two universities, although next season the series will be expanded by the admission of Queen's, Montreal University and Western Ontario.

Toronto has had a monopoly on the Intercollegiate championship since before the war, and the 2-to-2 tie on Saturday is the best showing that McGill has made in this city in over 16 years. The visitors showed speed, but slowed toward the end, while Toronto's combination and better condition enabled it to come from behind and score two goals to get an even break. The return game will be played in Montreal on Feb. 20. The summary:

TORONTO		McGILL
Harley, Marshall, lw		
	rw, Robertson, Gruger	
Stewart, c.	c, Farquharson, Hutchins	
McMullen, Bell, rw		
	lw, St. Germaine, McHugh	
Whitehead, ld.	rd, McGillivray	
Dewar, rd.	ld, McTeer	
LeBarr, g.	g, Powers	

Score—Toronto 2, McGill 2. Goals—Whitehead, Harley for Toronto. McGillivray, St. Germaine for McGill. Assists—Dwar and Stewart for Toronto. Referee—H. Jacobs. Time—Three 20m. periods.

NEWTON CENTRE BOWS TO UNION BOAT CLUB

MASSACHUSETTS SQUASH RACQUETS ASSOCIATION
INTERCLUB STANDING
CLASS A

	W	L	P.C.
Newton Centre S. T. C.	14	11	.560
Union Boat Club.....	14	11	.560
Harvard Club.....	13	12	.520
Harvard University.....	12	13	.480
Tennis & Racquet Club...	7	13	.350

Union Boat Club defeated Newton Centre Squash Tennis Club in the Class A division of the Massachusetts Squash Racquets Association interclub race over the week-end, 3 to 2. As a result of this match both teams are tied for the leadership of the division. Harvard Club is in third place, followed by Harvard University and Tennis and Racquet Club. Harvard Club defeated Harvard University by a 3-to-2 score.

Harvard Club leads the Class B section. Scores in this division over the week-end were: Lincoln's Inn 4, Walkover Club 0, one match to be played; Harvard defeated Massachusetts Institute of Technology, 5 to 0; Harvard Club 5, Newton Centre Squash Tennis Club 0; University Club 3, Union Boat Club 2.

Scores in the Class C division, which is led by Harvard Club, were: Country Day School 4, Harvard University 1; Weston Golf Club 4, Newton Centre 1; Newton Club 3, Walkover 2; Union B. C. 5, Tennis and Racquet 0; University Club 4, M. I. T. 1; Lincoln's Inn 4, Boston A. A. 1; Harvard Club 4, Harvard Medical School 1.

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The Cottage Tea Rooms
LUNCHEONS, DINNERS (6:30-8:30)
408 Strand, W. C.
33 Old Jewry, E. C.
3 Tokenhouse Bldgs., E. C. (Nr. Bank)
Private Room for Parties

Elizabeth Luncheon & Tea Rooms
Three Course Luncheon 1/6; Two Course 1/2; Home-Made Rolls, Scones, Cakes, Jams, Chocolate Fudge, Waffles & Maple Syrup.
102 GT. RUSSELL ST. W. C. 1
Phone: Museum 4446 Open Sundays

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Luncheon & Tea Rooms
Excellent Lunch 1/6 & 2/-. Country Tea 1/3. Homemade Cakes, Scones & Jam. Devonshire Cream & New Laid Eggs. Everything fresh and clean.
4 Course Dinner 2/6, 6:30 to 8 P. M.
6 Basil Street
Sloane Street, S. W. 3

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2 SLOANE SQUARE
EXCELLENT LUNCHEONS TEAS DINNERS
Open on Sunday
Speciality: Meringues and Fudge
MODERATE PRICES

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The Dialer's Guide

Features are followed by name of sponsors and network used in parentheses. "CBS" is Columbia Broadcasting System. "WJZ Chain," "WEAF Chain," "Chicago Studio" and "Pacific" are the four general networks of the National Broadcasting Company. These designations are followed by "transcontinental" when coast-to-coast hookup is employed. If only single station is used, its call letters will be given. All time specified is eastern standard except Pacific and Chicago Studio network features, which are given in their respective times. All time is p. m. unless otherwise stated.

FOR TUESDAY, JAN. 21

Transoceanic Radiocasts

Address by King George V (WJZ and WEAF Chains). Attempted pickup of his address before the House of Lords on the opening of the Five Power Naval Parley at St. James's Palace, London, 11 a. m., G. M. T., which is 6 a. m., eastern standard time, 3 a. m., Pacific time. Introductory remarks by William Hard, veteran Washington correspondent, who has been heard over the NBC regularly. The conference will be reported daily by Mr. Hard with supplementary talks by American and British statesmen and the official British Commentator. 6 a. m.

Talks

Sir Esmé Howard, British Ambassador to the United States (CBS transcontinental). The dean of the diplomatic corps in Washington, seated in his study in the historic old British Embassy, will inaugurate a weekly series of talks by members of the diplomatic corps in the order of their seniority. This is also in the nature of a personal farewell by Sir Esmé and is propitiously timed to the opening of the London Naval Conference. Forty-five minutes of British music selected by Sir Esmé will precede his talk at 7:45. William S. Paley, president of the Columbia System will formally introduce the Ambassador. 7.

"New Trends in Government"; "New Commissions" (WEAF Chain transcontinental). First address by Miss Belle Sherwin, president of the National League of Women Voters which directs the program in collaboration with the NBC. Richard Boeckel is director of a syndicate which supplies detailed studies of current problems to newspaper editors.

Dramatic Sketches and Music

"Discovery of Gold in California" (CBS transcontinental). "This Week in History" series. 6.

"Amos 'n' Andy" (Pepsodent — WJZ Chain). 7. NBC Chicago and Pacific. 10:30.

Seconyland Sketch (Standard — WEAF Chain). New England history. 7:30.

"Frontier Days" (WEAF Chain). Historical sketch. 8:30.

"Through the Looking Glass" (Eveready — WEAF Chain transcontinental). Queen Victoria, after reading "Alice in Wonderland," commanded other books by the same author to be brought before her. Astounded was she when they brought "A Syllabus of Plane Algebraical Geometry" and other similar abstruse works by Charles Dodgson. Thus was brought out the strange dual literary existence of Lewis Carroll, writer of children's books. "Looking Glass" is a sequel to "Alice." 9.

"Mr. and Mrs." (Graybar—CHS transcontinental). Exploding two widely accepted theories. 10.

Vocal and Instrumental

Mme. Elsa Alsen, soprano; Josef Pasternack, conductor (Libby—WJZ Chain transcontinental). Mme. Alsen, well known for her Wagnerian work in the Chicago Civic Opera, will sing "Dich Theure Halle," from "Tannhäuser," and three German lieder, Beethoven, Strauss, Mendelssohn and Wagner by orchestra. 8:30.

Theodore Webb, baritone; Elsie Baker, contralto; Hugo Mariani, conductor (WJZ Chain). "Golden Gems" period. 10:30.

Vaudeville Artists (Radio-Keith-Orpheum—WEAF Chain transcontinental). 10:30.

"Radio-rue" (Publix Theaters — CBS transcontinental). Second program from Paramount Theater, Brooklyn. Bradford Browne's radio "Nit Wits," aside from their appearance in this program, are also making their first appearance on a stage. Harry Richman; Paul Small, tenor; "Bob" West, organist; Elsie Thompson, "Singing Organist" and Sigmund Bogouslausky's Paramount Orchestra. 11:30.

Vocal Ensemble

'Songs of the Season" (WEAF Chain international). Women's octet; Robert Simmons, tenor soloist; orchestra direction of Will Perry. 8.

Orchestral

Ludwig Laurier's Black and Gold Room Orchestra (WEAF Chain). Great deal of characteristic national music. 6.

Savannah Liners' Orchestra, Harold Sanford, conductor (Ocean Steamship—WJZ, WBZ). Familiar light classical and popular literature. 6:30.

Ludwig Laurier's Slumber Music Ensemble (WJZ Chain international). Beethoven, Haydn, Dvořák and Goldmark, masters of symphony. 11.

Characteristic Music

"In a Russian Village" (CBS transcontinental). Russian music by Russian group consisting of Peter Biljo's balalaika orchestra, the Villagers' Male Quartet, Valia Valentinova, contralto. 10:30.

Band Music

Edwin Franko Goldman's Band (Pure Oil—WJZ Chain). 8.

Rhythmic Music

Freddie Rich's Rhythm Kings (CBS transcontinental). 5.

Hugo Mariani's Mediterraneans; Earl Oxford, baritone (WJZ Chain). Symphonic arrangements. 9:30.

Josef Koestner's "Hohmatics"; Fred Waldner, tenor (Williams — WJZ Chain). 10.

Harry Reser, banjo soloist, and Eskimos (Clicquot—WEAF Chain transcontinental). 10.

Phil Spitalny's Pennsylvania Music; Howard Phillips' Manger Orchestra (WEAF Chain). Usual Spitalny arrangement of "New World Symphony." 11:30 and 12.

Organ

Lew White (WJZ Chain international). Familiar serious and light classics. 7:30.

Educational

"Putting a Speech Across" (WTAM). D. T. Burns, professor of public schools, in the joint series of lectures sponsored by WTAM and Baldwin-Wallace College, Berea, O. 6:45.

The Listener Speaks

TWO very pleasant touches of homelike feeling are given to the later part of Sunday evening radiocasting now by Katherine Tift-Jones in her "Calliope and Miss Kathrine" and by the "Seth Parker" group. The first is heard at 10:30 through WJZ and its distributing points, while the second is a WEAF chain program beginning at 10:45.

At the end of an afternoon and evening of fine symphony and concert music interspersed with much lively popular entertainment, mostly from dance orchestras, these two very human periods fall refreshingly upon attentive ears as the time for sleep draws near "Miss Katherine" last Sunday was reciting several southern verses in the Negro style. "My Old Hound Dog," and "Master of the Sheepfold" especially were filled with the delicious warmth and contentment which are often associated with the old South.

In contrast to this atmosphere was the cheery singing of the Seth Parker group of New England folks as they drew near to his door in the crisp winter air with the stars sparkling through the bare branches of the trees. Once arrived and settled in the cozy warmth within they proceeded to their usual singing of fine old hymns with pauses for kindly humor between. Many of the songs were connected with a story by one of the older members of the group. Sometimes these tales were amusing and sometimes they were vehicles for a simple but effective moral.

In this program Phillips H. Lord has expressed much the same character as that of the "Real Folks." In fact, it would be very easy to imagine that we would find the good people of Thompkins Corners would be occupying themselves in this very way if we were permitted to listen in on their good-humored life on Sunday evening too.

There is something very genuine and unvarnished about the whole thing which makes it most conducive to pleasant and refreshing thoughts and dreams. D. M.

OIMAN WINS CLASS A SKI TITLE

SPECIAL FROM MONITOR BUREAU

CHICAGO—In the twenty-fourth tournament of the Norge Ski Club at Cary, Ill., on Sunday, Caspar Oiman of Canton, S. D., won the class A title in the presence of 6000 spectators. He jumped 172 feet, one foot better than the best mark for the chute. His fellow townsman, Lemoyne Batson, leaped 156 feet and 60 feet in two efforts to take second place. In class B, Severre Engen of Cary jumped 153 feet for the first place. Oiman was the winner in the recent Ogden Dunes meet here.

BADMINTON IN BOSTON

The new Badminton courts at the University Club were opened on Sunday before a crowd of some 500 enthusiastic spectators. Exhibition matches were played by leading Canadian men and women and a few of Boston's best exponents of the ancient game. The feature match of the afternoon saw George F. Willard, professional at the University Club, defeat C. W. Aikman of Montreal.

MISS McSHEEHY RETAINS TITLE

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

WHITINSVILLE, Mass.—Miss Joan McSheehy of Whitinsville retained her women's New England A. A. A. U. 300-yard medley swimming championship title, here Saturday, when she won the event in 4m. 34s. Miss Claire Walker, Whitinsville, was second and Miss Delna Carlstrom, Worcester, third.

KIECKHEFER BEATS COCHRAN

NEW YORK—A. H. Kieckhefer captured two blocks Sunday in his three-cushion match with Welker Cochran here, and won the match, 500 to 488, in the afternoon Kieckhefer defeated Cochran, 50 to 48, in 57 innings, with a high run of 5 compared to Cochran's 7. In the evening Kieckhefer again was the victor, 50 to 44, having one run of 9, while Cochran's best effort was 6.

COLLEGE WRESTLING RESULTS

Cornell 28, Columbia 0.
Indiana 26, West Point 6.
Michigan State 25, Northwestern 3.
Yale 26, Brown 6.
Lehigh 19, Princeton 13.
Virginia P. I. 21, N. C. State 11.
Lafayette 21, Temple 13.
F. and M. 26, Pennsylvania 8.

Racial Groups to Join Tercentenary Pageant

Seven racial groups representing Italy, Poland, France, Scandinavia, Lithuania, Syria, and Greece will join forces in Boston next June to take part in pageants, exhibitions, and displays which are to be arranged in connection with a program of events the racial group committee of the Massachusetts Bay Tercentenary is planning.

Mrs. William Lowell Putnam, chairman of the racial group committee of the tercentenary, announces the present plans of the committee, which include hiring of a hall for a sufficient length of time for all the racial groups to establish and maintain exhibitions of displays representatives of their country.

Leaders of the racial groups selected are: Judge Joseph T. Zottoli, Italy; Dr. H. H. Malstrom, Scandinavia; H. Zovickian, Lithuania; George Demeter, Greece; O. O. Le Montague, France; Alphonse Bachorowski, Poland, and Faris S. Malouf, Syria.

A meeting of the racial committee will be held on Feb. 5 to prepare final plans for their share in the celebration.

P. & O. TO BUILD TWO 20,000-TON LINERS

BY RADIO FROM MONITOR BUREAU

LONDON—The Peninsular & Oriental Company has placed an order in Barrow, Lancashire, for two 20,000-ton ships for the Australian service. This means some two years' work for 2500 men, and indirectly for the same number for supply materials for the vessels. This at a time when much naval work is suspended means much for Barrow's workpeople.

It is announced the ships will be propelled by a new type of machinery—turbo-electric—with Barrow high-pressure boilers. Lord Inchcape said recently his experience with the turbo-electric Viceroy of India had been very successful, her accommodation, fuel consumption, speed, and seagoing qualities being fully up to expectations.

Coincident with the above, the Ellerman liner, City of Hong Kong, which is also turbo-electric driven, has just completed a voyage showing an increased speed of 1¼ knots with a reduced fuel consumption of 23 to 66 tons daily.

ONTARIO LEGISLATURE ELECTS NEW SPEAKER

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, Ont.—When the Eighteenth Ontario Legislature assembles here for its first session on Feb. 5, its Speaker will be Lieut.-Col. Thomas Ashmore Kidd, member for Kingston. In the new House G. Howard Ferguson, the Premier, will have 92 followers.

Colonel Kidd will be the youngest Speaker ever chosen in the Ontario House. In the general election of 1926 Colonel Kidd vanquished by 6705 votes to 4386 W. F. Nickle, who resigned the attorney-generalship on the eve of election to lead the prohibition attack against Mr. Ferguson.

15 YEARS FOR RECKLESS DRIVER

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

ALBANY, N. Y.—Reckless automobile driving resulting in a fatality would be classed as second degree manslaughter, with a maximum penalty of 15 years' imprisonment or $100 fine, under a bill introduced by Benjamin Antin (D.), Senator from New York City. The measure also provides that employers of drivers thus violating the law would be equally subject to the penalties prescribed.

NEW YORK CURB MARKET

BY THE ASSOCIATED PRESS

INDUSTRIALS

Sales (in hundreds)	High	Low	1:00
1 Ala. Gt South	120	120	120
9 All Am Gen Corp	16¼	16	16
3 Allegheny Gas	5	5	5
2 Allied Mills	12⅜	12⅜	12⅜
14 Allied Pow&Lt	40	39⅝	39½
17 Allied P&Lt pf ..	47	46⅞	47
1 Allied P&L 1pf ..	78½	78½	78½
4 Aluminum Ltd ..	112	109¾	112
5 Am Cities P&L A	39½	39	39
5 Am Cities P&L B	15⅜	14⅞	14⅞
2 Am Com Pow A ..	24½	24	24
1 Am Com Pw on w	3⅞	3⅞	3⅞
10 Am Cont Oilfields	¾	¾	¾
7 Am Cyan B	26¼	25⅝	26
5 Am Dept Stores...	3¾	3¼	3¼
8 Am Equities	18½	18¼	18¼
12 Am & Fgn Pow wr	67⅞	66¼	66⅝
5 Am Gas & El	119	118½	118½
2 Am Invest B.....	10¼	10¼	10¼
†25 Am Light & Trac.	235	235	235
1 Am Meter	7½	7½	7½
108 Am Super Power	25⅜	25	25¼
2 Am Superpow 1pf.	96⅞	96⅝	96⅝
1 Amsterdam Trad ..	27⅝	27⅝	27⅝
25 Anglo Am vot cod	17⅛	17⅛	17⅛
30 Anglo AmO nv cod	17⅛	17⅛	17⅛
†10 Ark P&L pf.....	105⅝	105⅝	105⅝
8 Arkansas Nat Gas	9⅛	9⅛	9⅛
1½ Arkansas N Gas A	9⅛	8⅞	8⅞
1 Asso Gas & El Ltd...	6⅞	6⅞	6⅞
21 Asso G&El A	41¼	41	41
4 Asso G&El deb rts.	7½	7¼	7¼
1 Asso Rayon pf...	47⅞	47⅞	47⅞
3 Atl Fruit&Sug ...	⅝	⅝	⅝
1 Autom Vt M c ppt	16	16	16
1 Aviation Cp Am...	26	26	26

B

1 Bancomit Corp ..	46⅛	46⅛	46⅛
2 Bellanca Aircr ..	9	8	8
1 Bickford	17½	17½	17½
23 Blue Ridge	7⅛	7	7
15 Blue Rge cvt pf..	38⅛	38	38⅛
2 Bourjtis Inc	5	8	8
4 Brazil Tr&Lt	37⅛	37	37
1 Bridgeport Mach ..	27⅞	27⅞	27⅞
1 Butler Bros.....	15¼	15¼	15¼

C

1 Cable Radio T vtc	4½	4½	4½
2 Cable & Wire A....	3½	3½	3½
1 CAM Co vtc.....	1	1	1
12 Can Marc Wireless	3¾	3¾	3¾
1 Canth Syn.....	1	1	1
1 Celanese Corp Am	33¼	33¼	33¼
1 Central At States.	6	6	6
3 Cen States Elec...	21½	21	21
1 Chain Stores Stock	13⅜	13⅛	13⅛
1 Chesapeake & O n.	54	54	54
38 Cities Service....	28½	28	28
1 Club Alum Uten..	5	5	5
1 Colombian Syndic	⅞	⅞	⅞
16 Colon Oil.....	6¾	6	6⅛
31 Colon & South war	3	3⅞	3⅞
20 Com & South pf ..	94¾	94	94¾
5 Cons Cop Min	6⅞	6½	6½
5 Cons Instrument .	3	3	3
4 Cons Laundries	10⅝	10½	10⅝
2 Cord Corp	11⅛	11⅛	11⅛
2 Cosden	65	65	65
5 Creole Pet	6⅝	6½	6½
2 Crocker & Wheeler	20½	20½	20½
3 Curtiss Wright wr	1⅝	1⅝	1⅝

D

1 Davis Drug St cfts	3	3	3
†50 Deere & Co	479	474	484
1 De Hav

Local Classified

Advertisements under this heading appear in this edition only. Rate 30 cents a line. Minimum space three lines, minimum order four lines. (An advertisement measuring three lines must call for at least two insertions.) An application blank and two letters of reference are required from those who advertise under a Rooms To Let or a Situations Wanted heading.

For other Classified Advertising see preceding page.

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We have the famous
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A Complete Department Store, that caters to the wants of the entire family.
QUALITY, SERVICE
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UNDER CITY HEADINGS

Virginia

NEWPORT NEWS
(Continued)

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Consult us when in need of Hardware and its allied lines.
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Clothiers to the entire family.

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UNDER CITY HEADINGS

Virginia

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Portsmouth—Davis News Stand, High and Crawford Sts.
Richmond—Solomons News Co., 8th and Broad Sts.; Union News Co., Broad St. Station
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Fairmont—Union News Stand, Fairmont Hotel.
Huron—Sherman & Moe, 265 Dakota Ave.
Morgantown—Hotel Morgan News Stand.
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UNDER CITY HEADINGS

Virginia

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(Continued)

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UNDER CITY HEADINGS

West Virginia

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BOARD AND RESIDENCE

Cumberland House Hotel
Telephone Kensington 7630
51 and 53 Earl's Court Square
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Lift; gas fires, bedrooms with baths attached; night porter; inclusive terms from £3.13.6. per week, 12/- per day.
Telephone Western 6471-6472
Telegrams: COSILY, KENS., LONDON

LONDON—Business ladies & students, a genteel, comfortable home, just opened, at 9 Belsize Avenue (5 minutes Belsize Tube or Swiss Cottage); excellent plain cooking, well-appointed house; inclusive terms, breakfast, dinner, full week-ends, sharing large rooms 30/-, double 35/-, single 42/-. JANE GRAVES. Phone 4621 Primrose Hill.

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Guest House for Professional Women
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SURREY—Permanent guests received. Happy home surroundings. Attractive gardens. 15 minutes from Waterloo, 2 minutes from Surbiton Station.
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Take the 5 days' course of practical instruction by the Huron Method. Address HM/KVFS, London, W. C. 1.

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STUDENTS TRAINED
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Kelvin 9063

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Expert tuition in all the latest Ballroom Dances. 37, Brompton Road (Knightsbridge Tube Station). Kensington 9422.

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Governesses, Children's Nurses, Domestic Staff. Special care given to individual needs. 64 George St., Baker St., London, W. 1. Phone Welbeck 9357.

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BICKLEY, KENT — Furnished, detached 6-roomed house, garden, garage, to be let for 4 to 6 months; every modern convenience. MISS HIGGS, Gladwyn, Burford Rd.

CORNWALL—Furnished cottage to let, facing sea; warm, sheltered; 12/6 weekly; no modern conveniences; stamp. MRS. MILLS, Polperro.

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THOROUGH PRACTICAL MECHANISM TAUGHT—Long driving lessons; town and country; expert advice on car selection to intending purchasers. P. G. GOLDIE, 13 Queensboro' Terrace, London, W. 2. Tel. 6726 Park.

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LONDON—Wanted, thoroughly experienced cook, 3 in kitchen, K-2500, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

POST WANTED

CHARTERED ACCOUNTANT at present in practice in London, requires post, either professional (with a view to partnership) or commercial. K-1653, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

GENTLEWOMAN, thoroughly domesticated, good plain cook, desires responsible post (with maids) as cook-housekeeper, or assistant manageress; highly recommended; free Jan. 16. K-2501, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

WANTED by lady, post as assistant or company secretary, cashier or other responsible position; excellent experience and references; good salary required. M-2, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

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LONDON, KENSINGTON — Unfurnished room in self-contained service flat. Phone appointment, Western 5902, or write M-1, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

LONDON, Earls Court—Lady offers unfurnished rooms in quiet well-appointed house; meals optional. K-863, The Christian Science Monitor, 2 Adelphi Terrace, London, W. C. 2.

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LONDON—Comfortably furnished bed-sitting room; meals as arranged; suitable business lady or gentleman. 215 South Lambeth Road, S. W. 8.

LONDON—Furnished, 2 rooms, suit business lady; quiet house, no attendance; central. H., 14 Blomfield St., Paddington, W. 2.

ROOMS WANTED

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Auctioneers, Surveyors
Valuers and Estate Agents
47 MAIDA VALE, LONDON, W. 9
(At the corner of Clifton Road and nearly opposite St. John's Wood Road.)
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The House Bureau
(M. A. RYAN)
HOUSES and FLATS
FURNISHED and UNFURNISHED
251 Fulham Road, London, S. W. 3
(South Kensington End)
Telephone—Flaxman 2747
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DAILY FEATURES

One Minute Biographies.

Who: WALTER PATER.

Where: England.

When: Nineteenth century.

Why famous: An English man of letters, particularly distinguished in the field of criticism. His father was a physician, a man of Dutch extraction who had been born in New York. The son, Walter, was born at Shadwell, spent his childhood at Enfield, went to school at Canterbury. Thereupon followed Queen's College, Oxford, where, after Walter Pater had taken his degree, he remained to read with some private pupils. In later life he was living sometimes in London, sometimes in Oxford. But it was while he was settled in his room at Brasenose College, Oxford, where he held a fellowship, that he did much of his writing and attracted to him so admiring a group of friends that, almost, one might refer to them as disciples.

Walter Pater wrote first for the English Reviews, such as the Westminster and the Fortnightly, essays on da Vinci or Botticelli or Michelangelo, or a paper on Coleridge. These were collected in 1878, to be issued in book form with the title, "Studies in the History of the Renaissance." That work for which posterity best knows him, "Marius the Epicurean," a philosophical romance, appearing in 1885, was greeted with enthusiasm by his friends among the Pre-Raphaelites. This story, its scene set in the Rome of Marcus Aurelius, has virtually no plot at all, being less a physical than a mental journey of a heart seeking comfort among the religions of the day, coming to rest finally within the Christian fold. Pater brought the skill of the historian as well as that of the artist to bear upon the filling in of his background. It has been said of "Marius": "The air of the work, the atmosphere through which we see the pictures pass and succeed each other, is chill and clear, like some silver dawn of summer breaking on secular olive-gardens, cold distant hills, and cities built of ancient marbles." The critical essays of Pater, which were published in a number of volumes, are perhaps for the specialist in the field of literature. Pater was emphatically a stylist. His cult was beauty and in the pursuit of that ideal he was forever engaged.

A Word a Day

Counterpoise

A "counterpoise" is perhaps best described as a counterweight: that is, a weight acting against another—as a weight placed in one scale pan to balance something in the other. For instance, 16 one-ounce weights would serve as a counterpoise to a one-pound weight. So-called powers or forces also may figuratively be designated "counterpoises," provided, of course, they are equivalents.

Our word reaches back through the French *contrepois* to the Latin *contra*, "against," and *pensare*, "to weigh." It will be observed that the English words "counter" and "poise" ("to weigh, balance") come from these roots.

Coun'-ter-poise is accented on the first syllable; the *ou* sounds as in *out*, *e* as in *maker*, last syllable as *poiz*.

"The second nobles, according to Bacon, were a counterpoise to the higher nobility."

Note: Webster's first choice is accepted as authority for pronunciation.—Ed

The Monitor Reader

These Questions Are Based on Material Appearing in Today's Issue.

When was the first English pantomime produced?—*Editorial Page*	20
Why should the battleship be abolished?—*Editorial Page*	20
What town in England has the only woman harbor master in the country?—*Odds and Ends*	20
Did the pony express ever lose any mail?—*Editorial Feature*	20
For which of his books is Walter Pater best known?—*One Minute Biographies*	20

Grade Yourself
What Is Your Percentage?

Brevities

Portland Oregonian: Steam-heating is not new. An archæologist has found the remains of an elaborate system while excavating on the site of an ancient palace in Crete. But what we most want to know is whether those Cretans had found a way to take the knock out of the radiator.

London Opinion: A new baby car is claimed to be practically silent. We understand, however, that if picked up and held close to the ear the engine can be heard ticking.

London Humorist: Wireless sets have been installed in 100 cells in one American prison. Another part of the building is reserved for well-behaved prisoners, of course.

Cleveland Plain Dealer: One reason why so many "Don't park" signs are ignored is that they are hidden behind parked cars and so escape notice.

New York Evening Post: We hope that the Noise Commission will make itself heard.

A Quotation for Today

TO LIVE in the presence of great truths and eternal laws, that is what keeps a man patient when the world ignores him and calm and unspoiled when the world praises him.—BALZAC

Odds and Ends

Women Forbidden

A sign posted on the Forth Bridge in Scotland forbids any woman walking across the structure and it is said the restriction is rigidly enforced. The reason is that the walk is considered too precarious for a woman to attempt.

Women on Horseback

Forty years ago Lady Dixie was the first woman to appear riding astride in Rotten Row, London. Until the war, women astride were excluded from the Row while the King or Queen were present.

COLOR IN MILK BOTTLES!
Tinted milk bottles are being proposed for use in Los Angeles to differentiate the various grades of milk—green for grade A, brown for pasteurized and black for buttermilk.

New Girders for Planes

The latest type of structural girders for airships are so light that it is said a 16-foot length can be lifted with the little finger, yet so strong that it can hold 16 men. The girder is made of trussed aluminum strips and is the result of experiments made by the United States Bureau of Standards.

Incunabula

The total number of incunabula, or books and editions that were printed before the year 1500, is generally estimated at 25,000 to 30,000, rather more than one-third of them produced in Italy, and one-third in Germany.

Six Parliaments in Britain

There are six Parliaments in the British Isles, those of Great Britain, Ulster, the Irish Free State, the Isle of Man, and Guernsey and Jersey (Channel Islands).

Harbor Mistress

A woman has been appointed harbor master at Paignton, Devonshire, England. She is said to be the only woman in the country to hold such a position.

The Children's Corner

The Little Puzzlers' Club

The Large Square Puzzle

"I WONDER what kind of puzzle Jack is going to show us how to make this week?" said Charlie.

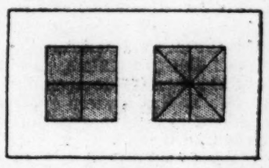
The members of The Little Puzzlers' Club had all gathered together, with the exception of Jack, at whose home this Tuesday's meeting was to be held.

"I wonder, too," said another boy. But whatever it is, I know we will have lots of fun with it. I always carry one or two of my puzzles around in my pocket, and I certainly have great times with them. Nearly everybody is interested in them and I always like to remember that I made them all myself."

"Here comes Jack," shouted Harry. "Well, Jack, what is it this time?"

"It's another cardboard puzzle, of course, as I expect you guessed when I asked everybody to bring along a piece of heavy cardboard. We could make them out of thin wood, but it is not quite so easy to cut. Of course, we have made several cardboard puzzles already, but this one is quite different, and I thought we'd all have some fun making it, as well as getting our friends to try to do it."

"First, we will make two squares, each of them with sides of 4 inches. One square is to be divided into quarters, each small square being 2 inches long on a side. The other is first divided in the same way into four small squares, and then each of these small squares is divided diagonally, in half."



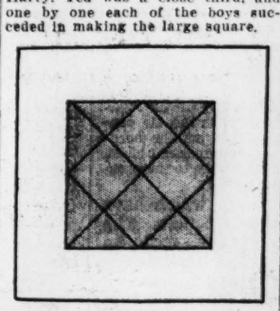
After the boys had outlined the squares on the cardboard, and divided them as instructed, they proceeded to cut them out, some using shears and others their knives. When they had them all cut out, they found they had four little squares, each 2 inches long, and eight right-angled triangles.

"Now the puzzle is to put these pieces together to form one large square," said Jack.

And then, as usual, the others immediately started a sort of race to see which would be the first to do this. There was much buzzing and whispering, and shuffling of the little pieces in an endeavor to get the correct result.

"Hurrah! I have it," shouted Charlie. "But you will all want to have the fun of solving it without being shown, so I'll cover mine up until each one of you has finished it."

"I'm next, I guess," laughed Harry. Ted was a close third, and one by one each of the boys succeded in making the large square.



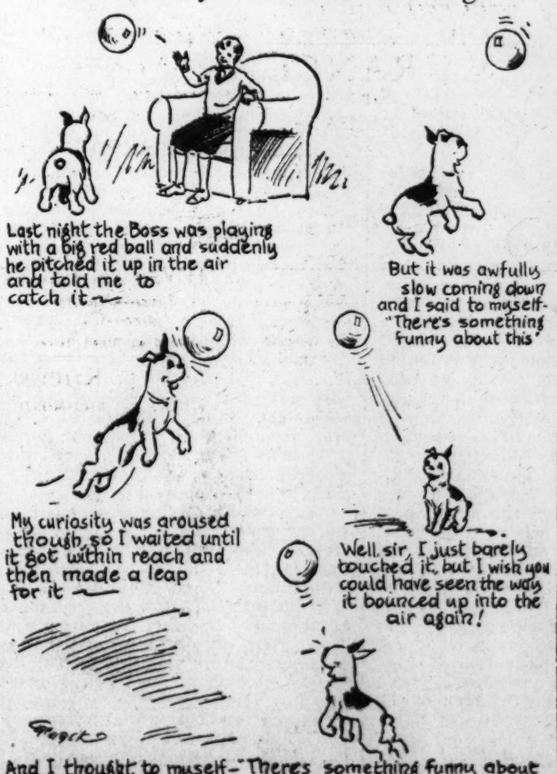
"Well, we certainly are getting a fine collection of puzzles together in our club," said Jack, "and we shall have lots of fun getting them out for our friends to solve."

Once again it was time to adjourn, and off the boys hustled to try their latest puzzle on those at home.

Key to Puzzle

Answer to "What Proverb?": "The last drop makes the cup run over."

The Diary of Snubs, Our Dog


Last night the Boss was playing with a big red ball and suddenly he pitched it up in the air and told me to catch it—
My curiosity was aroused though, so I waited until it got within reach and then made a leap for it—
And I thought to myself—"There's something funny about it all right!" But I liked it and every time it came down I gave it another poke with my nose and sent it up into the air again!
But it was awfully slow coming down and I said to myself—"There's something funny about this"
Well, sir, I just barely touched it, but I wish you could have seen the way it bounced up into the air again!

"I Record only the Sunny Hours"

Billy Finds a Home

Houston, Tex.

NOT so very long ago little Billy found himself in the grip of circumstances that seemed hard and unyielding enough even to a grown-up. For it had suddenly become necessary for his mother, a young widow, to leave him for the first time and go out with practically no experience to earn a livelihood for herself and her boy.

Billy was left with friends in a little Texas town, while his mother came to Houston, where she hoped to provide a home. Here she was finally able to find employment, but at a wage so small that she was barely able to afford the humblest of lodgings for herself alone.

Each mail brought the young mother news that her little boy was inconsolable since her departure. The friends were kind to him, and he tried to be "a brave little man and not cry," but when a fellow's not much more than a baby there are times, especially at night, when he wants his mother near.

In her extremity the mother learned of the Houston League of Protestant Women of America. This league maintains a home on a quiet street, where worthy, underprivileged girls are cared for and helped to gain a foothold on life's highroad of happiness.

Feeling that perhaps there might be some understanding heart in this league who could suggest a solution to her problem, Billy's mother called at the home. She was received by the kindly house mother, who told her that she would be welcomed at the home, but that it was against the rules for children to be admitted. However, the house mother promised to see if anything could be done, and asked her to call again soon.

A few days later Billy's mother again called at the home. To her great joy she found that the league had already arranged for the boy's transportation to Houston, that she was to move into the home at once, and that she and the child were to live under that friendly roof until they could have a home of their own!

This is but one of many instances of good done for worthy young women by the Houston League of Protestant Women. The home is supported through the Houston Community Chest, private donations, and the moderate sum for board paid by the girls. The girls have their own self-government club. The only requirements for entrance are that each must have some worthy aim and attend some church. In every detail it carries the atmosphere of a home rather than an institution. Parties are common occurrences, and the ice-box is always available for Sunday night suppers or little impromptu affairs such as a girl would have in her own home.

The league has laid plans for greater activity for the future. It hopes to erect a new modern building as soon as possible, one capable of caring for a larger number of young women, since the need for this work is great.

Meanwhile, Billy and his mother go about with songs in their hearts.

In Lighter Vein

The Author of Today

"Novelists nowadays" a famous publisher said, "have their radios and motorcars. They spend their winters in Florida or California, and their bank balances mount steadily up.

"It was different in the old days. Once, in the old days, a brilliant novelist wrote whimsically to a friend:

"'Dear Joe—Will you do me a favor? I am going to hold a meeting of my creditors next Sunday evening in Madison Square Garden, and I want you to address the overflow meeting outside.'"—*Montreal Star.*

Passing Show

Prospective Employer: "Are you one of those girls who watch the clock?"

Fair Applicant: "Oh, no, not at all. I have a wrist watch."

The Time Element

A Negro boy was trying to saddle a fractious mule, when a bystander asked, "Does the mule ever kick you, Sam?"

"No, suh, but he sometimes kicks where I'se jest bin."—*Robstown Record.*

Proof in Evidence

"Call these prize cattle? Why, they ain't nothing to what our folks raise. My father raised the biggest calf of any man around our parts."

"Don't doubt it," remarked a bystander, "and the noisiest."—*Tit-Bits.*

Obedience

"Does your wife obey you?"

"I'll say she does! Ten years ago, when we were married, I told her to run the house just as she pleased. And she has!"

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MONDAY, JANUARY 20, 1930 — *"First the blade, then the ear, then the full grain in the ear"* — PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

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EDITORIALS

The Airplane Tries Lower Rates

RECENT reductions in transcontinental plane-train rates to an average of five cents a mile should go far toward demonstrating what patronage such lines may develop with reasonably low tariffs. The cost of an air-rail ticket thus is practically the same as that of railroad and Pullman accommodations. The prospective passenger may disregard his pocketbook and take his choice.

The experience of some other passenger air lines, notably on the Atlantic and Pacific coasts, indicates that a considerable increase in travel has followed rate reductions. But apparently the aviation industry as a whole has far to go to place its operations upon a paying basis. The pay load of the transport companies is only 14 to 60 per cent of capacity, according to an estimate by Walter S. Brown, Postmaster-General, covering 1929 flying operations.

The Postmaster-General appears far from enthusiastic over the condition which results from this lack of patronage. He finds that the "only air passenger carriers who have apparently been able to make a profit are the ones who have been carrying on short flights of from ten to thirty minutes." For this he blames the aviation industry's overexpansion, the desire of its leaders to enter what he calls the marathon stage while the air public was still of the toddling age.

This does not mean that a few passenger lines have not prospered, nor does it mean that the future holds no promise for commercial aviation. But it is apparent that there must be retrenchments in the aviation industry while it recovers from the financial deflation which followed upon the decline in the stock market.

Mr. Brown apparently foresees just such readjustment when he urges a sounder basis for air mail contracts and the states bearing a share of the cost of maintaining the Nation's airways. He says:

> The American people, whose versatility and adaptability are second to none, having at their service a group of essential air transportation lines provided with the safest aircraft, together with all of the aids to flying which science has devised, and fostered for a time by the Government through the medium of mail contracts, will soon realize the safety and advantage of travel by air on regular scheduled routes, and will then give to the air passenger carriers the support necessary to put the aeronautical industry permanently on a sound financial basis, a condition which will redound immeasurably to the progress, prosperity and security of our country.

Meanwhile some of the air lines which have reduced rates will face operating deficits. The transcontinental plane-train service, with its multi-passenger planes, can collect a maximum of only sixty cents a mile. Operating costs are estimated at from fifty cents to one dollar, not including the usual allowances for replacement and deferred charges.

The new rates are in the nature of a laboratory experiment. They offer a practical test of whether air-rail service can yet compete with all-rail service on a basis of equal rates. Incidentally, they also will determine whether the companies can sustain losses until air traffic passes successfully through its present period of readjustment.

Battleships and Pterodactyls

"REGARDLESS of grammar they all cried 'That's him' " in the story of the Jackdaw of Rheims, and the five naval powers—in searching through their cupboards for something to sacrifice at the great jumble sale that King George V of England opens in the Gallery of the House of Lords tomorrow—are beginning to look at the battleship with what might, at any moment, grow into a similarly unanimous intent.

The movement for the abolition of the battleship is winning increasing support. Last week seventy-seven members of the British Parliament issued a statement urging the British delegation to work for the total abolition of all fighting ships over 10,000 tons. Mr. MacDonald, in an interview with the press, declared it the desire of his Government that the battleship be ultimately eliminated as a naval weapon, and indicated that at the very least the conference would undertake to postpone replacement. The United States has already indicated its support of a "battleship holiday." The agreement for delaying construction, provided in the Washington Treaty of 1921 and expiring in 1932, should as a very minimum be renewed at London.

Battleships are like the elephants that Hannibal used in vain against the Romans 200 years before the Christian era. They can fight others of their own species but can do little else. Britain, the United States, and Japan are the only powers that still maintain them in any considerable numbers. As the Economist of London has pointed out, British battleships have practically no possible use except to fight the battleships of the United States or Japan. Those of America could only be employed effectively against corresponding craft hailing from the United Kingdom or from the land of the Rising Sun. Similarly the battleships of Japan have no mission to perform unless confronted by similar giants from the English channel or the Honolulu Base.

If each of these powers sank all its battleships in the center of the Pacific nobody would be the worse. The battleship, the most costly of all man's cruel weapons of destruction, is out of date. Like the pterodactyl, the mastodon, and the mammoth, there is no place for it.

Any Other Questions?

"HAVE you a little fairy in your home?" a soap advertisement used to ask, but now it is to be the census taker inquiring, "Have you a radio set in your home?" This in addition to questions as to whether you own your home or rent it, what is its value or rental, and who is the home-maker in each family? A former query as to whether the house is "clear" or still being paid for has been omitted from the list. What if this had been extended to the radio!

With the penchant for statistics that America has developed in the last few years the wonder is that the Census Bureau is not also being prevailed upon to count the number of bathtubs, automatic refrigerators, oil burners and cedar chests in order that it may be known just how far prosperity has permeated. Or the number of people who bought stocks last year. An important advance will be made in the fact that information on unemployment is to be gathered for the first time.

Were officials so disposed, the census could be made to answer many other questions and satisfy a modicum of curiosity. It has been no small task to select a minimum number of questions which would yield a maximum of useful information as distinct from ones which would be merely interesting. It will be significant, for example, to see whether there has been a check in the declining proportion of home ownership, which shrank from 47.8 per cent in 1890 to 45.6 per cent in 1920.

But if one might go afield, which of these three electrical devices would you suppose to have the largest number of representatives extant in the United States: radio sets, vacuum cleaners, electric flatirons? Stuart Chase estimated from unofficial sources that in 1928 the radio, with 10,000,000 sets in use had outraced the vacuum cleaner by 3,300,000, but was 4,400,000 behind the electric iron. Will it have caught up by 1930? And will the number of telephones, approximately 19,000,000 in 1928, have gained ground on the number of automobiles, calculated then as nearly 25,000,000?

Is there something else you would like to have the census takers find out for you? Or are there any other questions you would like to answer when they come to your house?

The Revival of Pantomime

ONE of the most interesting theatrical features of the early 1930 season in England has been the triumphant revival of pantomime in the largest and oldest of the London theaters. Pantomime has had a long and checkered history, and the last few years have not been the first occasion on which it has fallen into popular disfavor to be followed by a return to popularity.

The ancestry of pantomime is distinguished; its antecedents, both in the artistic and the social worlds, are of the best. The first English pantomime was produced by a dancing master, John Thurmond, in 1723, and was called "Harlequin Dr. Faustus." Soon after this the note of splendor that has ever since been one of the most prominent features of pantomime was introduced by Rich in his productions at Covent Garden. But until near the end of the century this form of entertainment was dominated by the figure of Harlequin, a character that derives from the Commedia dell' Arte of the Italians, and therefore links pantomime with some of the most sophisticated artistic theories of the age.

With the coming of Grimaldi, however, the supremacy of pantomime passed from the gayly colored Harlequin to the clown, and after 1806 humor was the thing by which the show stood or fell. It is the clown who guarantees the social respectability of the pantomime, for he is descended from the familiar companion of kings and princes. He is the modern representative of that important character, the Court Jester. After 1840 the clown himself gave way before the superior attraction of magnificent spectacles, but in this respect the stage has been outdone by the cinema, and this year both clown and Harlequin seem to have come back somewhat into their own.

Russia's Alphabetical Revolt

WHEN the contemplated change from the Cyrillic to the Latin alphabet in the Soviet Union goes into effect, a very great revolution in the reading and writing habits of 150,000,000 people will have been completed. This revolution began in the Asiatic and Caucasian Republics of the Soviet Union, which have almost all discarded the traditional Arabic script in favor of Latin characters.

Now, after two years of preliminary study, Russia is also apparently on the verge of making this change, and perhaps within another year or two the foreign tourist who enters the country without any knowledge of the language will at least be able to read the letters on public signs, even though the words which are made up of these letters will remain quite unfamiliar.

Various arguments are advanced in favor of the shift. It is urged that a uniform alphabet will make for convenience of communication within the country, that the Latin alphabet is more economical for printing purposes, because it contains fewer letters, and that the adoption of Latin characters will make it easier for Russians to read foreign languages.

Since the Revolution there has been a noteworthy penetration of foreign words into the Russian language. New terms in the field of natural science and technique are often adopted without any change, and this tendency to adopt Western words has doubtless promoted the idea of taking over the whole Western alphabet.

A certain simplification of the Russian language will be an almost inevitable by-product of the adoption of the less complicated Latin alphabet. Some of the subtle sound variations which are the delight of philologists and poets and the despair of amateur students of the Russian language, will most probably disappear for lack of a suitable medium for expressing them in print.

The proposed change is quite symbolic of Soviet tendencies in the direction of westernization and greater concentration on the practical aspects of living. The new Latin characters, in comparison with the old Cyrillic script, will produce the same impression of contrast that one feels on seeing side by side an old Moscow mansion, richly ornamented with scrollwork and classical figures, and a new Soviet office or apartment building, gray in color, spare and simple in outline and austerely devoid of decoration.

1930 Models Get the Green Light

THE 1930 automobile is a notable triumph for automotive engineers and designers. It is the result of experiments in both America and Europe extending over nearly ten years. Not a feature of the new motorcars but has been carefully watched in action, under almost every known condition, on the road, and track, all over the world. For years automobile manufacturers in the United States have been patiently waiting for results of these tests before adopting improvements which were apparently ready for use.

With a yearly production averaging well over 4,000,000 passenger cars and trucks, American motor vehicle makers could afford to take no chances. In Europe, where custom-made cars are still in vogue, some new idea could be incorporated into a single design and its performance watched carefully. No 25,000,000 motorists there are demanding something new constantly.

During the last ten years Europe has been pioneering in the four-wheel brakes, the supercharger, balloon tires, fabric bodies, sunshine tops, front-wheel drive, four-speed forward transmission, eight- and twelve-cylinder engines, fender pin-point lights, down-draft carburetor, elongated hood and many other features incorporated in the automobiles now on exhibition. The 1930 American cars, however, have been made essentially American by the adaptation of individual construction to quantity production.

The motorist can shut his eyes, walk into an automobile show and choose a car without knowing a thing about it, and obtain a marvelous vehicle. It will do everything but talk, and on some cars a radio attachment will do that.

One of the most noticeable improvements this year is the wider utilization of the four-speed transmission, by means of which the car is silent and under perfect control at any speed.

The front-wheel drive is no novelty in Europe. For five years this method of propulsion has been used there in motor vehicles. American automotive engineers watched constantly and now two companies have decided driving off the front wheels is practical and are producing this type of machine.

For nearly thirty years American automotive engineers and sales experts have gone to all parts of the world to obtain definite information about motor vehicles. At times it has seemed as though these representatives were too careful. But results have proved themselves, until today we see on the market as a result of their judgment a motor vehicle which has plenty of power and style, is always under control and runs silently at any speed. Best of all the price range is from a little over $400 to whatever one may care to pay.

Is Your House Clearly Numbered?

CITY planners in New Orleans are displacing some of the old asphalt pavements with handsome new sidewalks made in gay colors—in one instance a cheerful rose surface, with an outlying patch of green, truly a chromatic relief from the begrimed dreariness of the conventional cement thoroughfare. Suitable colors and designs may now be chosen to carry out the prevailing characteristics of the street to be traversed—say a procession of heels and soles traced in the asphalt of some business area given over to the sale of artistic footwear. In this way the sidewalk may become the helpful guide to any stranger in the labyrinths of a great city. Such are today's potential improvements in any large city.

But what many towns need most in the way of guidance is not modernistic sidewalks—not even boldly lettered street signs—but illuminated numbers for the houses along the residential avenues. Many a pilgrim, intent upon finding the home of an acquaintance, time and again finds himself marooned in the gloom of poorly lighted streets, every house along the way indistinguishable from its neighbors because of the lack of a 1330 or 2417 to guide his footsteps aright. As long as American houses and apartments continue to conform to type, some legible system of marking is needed to make identification certain, or else the wandering explorer will be compelled to employ a huge flashlight to discover street numbers or perhaps be forced to make a call on every home along the avenue before he finally settles down in the easy chair of his friend's library.

Editorial Notes

The Federal Census Bureau estimates that there will be 750,000 serious automobile accidents in 1930 if the increase over 1929 is as great as that of 1929 over 1928. We can all do our part to prove that the bureau is overestimating things—and the bureau will sound no word of protest. Drive carefully! Drive more carefully! Drive most carefully!

Continental Europe might do well to consider that in erecting tariff walls against American motorcars it may, by denying its peoples cheap transportation, be closing its own markets in other lines that would more than offset any inroads made on the European automobile industry.

The inventor of the so-called "moon rocket" laughs at the idea of one of his rockets soaring to the moon. The fantastic rumor got started and apparently traveled faster and farther than any one of the rockets could.

Insurance records are a pretty good criterion, and it is not surprising to learn that American insurance companies are now classifying bootleggers as bad risks, and are trying to avoid accepting them as policyholders.

The Oregon Trail—Then and Now

THREE cattlemen of the old days are talking of half a century ago, in a corner of one of the "Overland's" luxurious coaches as the train roars at fifty miles an hour across western Nebraska. Says one, "In '69 I crossed the north fork of the Platte with a herd of 'cows' from northern Texas. We made camp outside the town and the next day I counted more than 500 covered wagons working west along the Oregon Trail." "They was good old days," softly sighs another cattleman. "They sure was!" agrees the third.

Yet even then the Oregon Trail was an old trail. When the Belgian priest, Father De Smet, traversed it in '51, he declared it one of the world's famous highways. And ten years later, there were days when nearly 1000 wagons drawn by more than 10,000 oxen passed westward into Wyoming and Colorado.

About this time one Ben Holladay inaugurated the "Overland Stage Line," definite precursor of today's "Overland Route." He had more than 100 Concord coaches and nearly 3000 horses and mules to draw them, and for the eighteen days' journey from Omaha to Sacramento he charged $225. It was a considerable sum, but the risks were great and the transportation of food supplies difficult. The "Pony Express" followed, and that carried letters over the same route in the remarkable time of ten days. During the entire service, but a single bag of mail was lost.

Then came the great Union Pacific Railway, constructed under such difficulties as never road builders had encountered before. There were Indians on every side, Sioux, Cheyenne, Arapahoes, Crows, Blackfeet, Snakes and Shoshones. Only the Pawnees were friendly, and at one time two companies of these were mustered into the United States Service. The railway workmen had need to be expert with the rifle, as with the pick and sledge, and the gang foremen were wont to boast that they could transform their men in ten minutes from tracklayers into companies of infantry.

* * *

First North Platte, then Julesberg, then Cheyenne became the railway headquarters, and the vivid scenes of the gold rush of '49 were re-enacted in all of them. The Overland route was the most hazardous of any across the continent, for the hostile natives who thronged it were numbered in the tens of thousands.

Such was the Oregon Trail then, and as the splendid modern train speeds westward today the high-colored record of the past unfolds itself, pageant-like, in the dreams of the luxury-surrounded passenger. He listens to the reflective chat of the "old-timers" about him, and the "good old days" of the ever-receding frontier seem almost at hand.

On the wayside stations he sees the names that are part of history: Fremont, Columbus, Grand Island, Kearney, North Platte, Ogalla, Brule, Julesberg. Around him he hears mention of men who are history, also, the names of "Buffalo Bill" Cody, of "Wild Bill" Hickok, of "Jim" Bridger, of many another soldier of fortune, adventurer of the farthest frontier, pioneer of empire. Still living along the Oregon Trail are men who knew them all. One meets them on every transcontinental train, and in their quiet converse the past lives again as never on cinema film or printed page.

Where in all the lands of the world has the transition been so swift as here along the Overland Route? Scarce threescore years ago the covered wagon, and today—what? Do you say the luxurious "Overland Limited?" Ah, yes. But what of that brilliantly flashing light yonder, as the red glow fades from the western sky beyond the buttes and the sand hills? What of that other far beyond, just blinking upon the horizon? It is they, and not this speeding train, splendidly modern as it is, which mark the latest advance of the great transition in travel over the Oregon Trail. For they are lighthouses, nothing less, those great towers which cast their glowing beams high into the heavens. They are guides to the swiftest of all navigation, the navigation of the air, beacons for the great mail airplanes which have succeeded the covered wagon and the pony express along the Oregon and California Trails.

Then and now! Yesterday the ox team and the reconnoiterer of the unknown frontier; today the "Overland Limited" and the fearless scout of the air. Sixty years have passed, a space insignificant, indeed, in the light of history's hundreds of centuries, and how stupendous the things that have here been wrought! Men who knew Cody and Hickok and Bridger; men who themselves, perhaps, drove a covered wagon, have lived to see the Oregon Trail traversed by airships. And can it be that yonder, where the transcontinental airplanes "make port" on that broad field beside the Platte, Sioux and Arapahoe and Shoshone scarce threescore years ago disputed the crossing of the scout-led covered wagons and then combated to the last the laying of the Overland rails?

* * *

Thinking upon these things, who cannot find romance even yet along the Oregon Trail, even as he speeds westward in a luxurious, modern railway train? Here is the romance of vivid-hued history and the romance of mighty achievement. The colorful past is so close that its atmosphere is not even yet altogether dissipated. The mighty sweeps of the great plains, with their gently rolling hills, their sand dunes, their buttes and mesas and their sagebrush, are still all but devoid of life between the far-placed settlements. The vast spaces where, as Joaquin Miller used to sing, there is "room to live and to breathe and be free," whisper as darkness falls of the days of old and of the night encampments of the pioneers where the fires blazed within the great circles of covered wagons, and the scouts stood sentinel beyond, hands tightening upon rifle stock, as a flaming arrow, perhaps, shot across the sky in the far distance.

Steadily ascending the long grade which leads from the Missouri to the foothills and to the Great Divide beyond, the "Limited" hastens on with scarce-diminished speed. The first snow appears as the altitude increases little by little, 3000, 4000, 5000, then 6000 feet. Presently another huge mountain locomotive is attached, and now the ascent is made with even greater ease. Somewhere in the darkness above, it may be, an airplane is scorning our tortoise-like pace, even as we ourselves have scorned the covered wagon.

But for the moment, at least, we seem to have achieved the climax of luxurious travel, even while from us is not banished altogether the romance of the westward trail. And presently at Cheyenne, that model little city of the plains, which but yesterday was the very essence and epitome of the life of the old wild frontier, we alight into the crisp air of 6000 feet of altitude to tarry a bit ere taking up the final stage of the Oregon Trail. M. T. G.

Notes From Buenos Aires

BUENOS AIRES, ARGENTINA

SUMMER is now here, with its long days. The Avenida Costanera, which is a broad avenue following the line of the river, is a popular meeting place for the inhabitants of Buenos Aires during the warm evenings; the parks and the gardens are filled with seekers of cool air and quiet, and the delta of the River Lujan is, on Sundays and holidays, crowded with pleasure boats making their way through the canals to the peach and plum orchards of the islands. Those who are able to do so, leave town, either for their country houses, within easy reach of the city, or for the hills of Cordoba and the beaches of Mardel Plata; those not so fortunate try to remain within during the midday hours. The intellectual life of the city suffers, too, from the general sense of enforced inactivity, and until March, theaters and art galleries, concert rooms and lecture halls remain practically idle.

* * *

The blunder committed by the organizers of the Lord Mayor's Show in London, who unwittingly allowed the representative of Abyssinia to wave the blue and white banner of Argentina in the League of Nations parade, was good-naturedly received by public and press alike in Buenos Aires. The mistake might have roused a storm of protest had it not been for the cordial relations existing between Great Britain and Argentina, the whole affair being looked upon as a good joke, which added a certain humor to the pomp and ceremony of the show.

* * *

Two Mexican Boy Scouts recently arrived in Buenos Aires, after having trekked from their native country along the shores of the Pacific and down into northern Argentina. They started from Mexico City on Aug. 7, 1927, arriving two years later in this city. The country traversed was, for the most part, wholly uncivilized, wild and dangerous to lonely travelers, and the discomforts encountered were many. Thus in Costa Rica, where the country is densely covered with forests which have rarely been explored by white men, the boys were compelled to live on coconuts for a whole week, many other hardships being also experienced. The courage with which these two boys carried out the long journey points to the strong hold which Scout ideals have in Spanish America, and how ably they are put into practice.

* * *

Footprints of a dinosaur have been discovered in the territory of Neuquen, one of the Argentine provinces which has already richly rewarded students of South American paleontology. The discovery was made by a ranch owner of the territory, who is also interested in paleontology, and who has sent many curious and interesting finds to the local museums. This is the first footprint of a dinosaur discovered in the country, and, according to local physical scientists, affords further proof of the fact that there was animal life in Argentina during the Cretaceous period. Wax impressions of the footprint, together with the actual stone on which the prints were discovered, have been sent to the Natural History Museum at La Plata.

* * *

Lazy senators are threatened with heavy fines if they fail to put in an appearance in Congress. This is the outcome of recent attempts to procure a quorum, during which it was found that most of the senators are not in the habit of attending Congress. The fine to be imposed is not to exceed a month's salary, which is $1500 paper, and it is hoped that the severity of this ruling will, in future, result in crowded benches and a genuinely intelligent interest in the matters brought before the Senate for discussion.

* * *

A new department has been opened in connection with the Buenos Aires General Post Office. The task of the new department will consist of deciphering illegibly addressed correspondence, and to find the intended recipients of insufficiently addressed parcels and letters. It has been suggested that harassed newspaper subeditors, looking for a special field for their activities, might find in the new department scope for their ability to read undecipherable handwriting.

* * *

The failure of the early crops in the territory of the Pampa has brought about an economic crisis in the center of the Republic. Some 40,000 hectares of cultivated land have been entirely laid waste by the drought. This in a land of plenty comes as a shock to many people not actually in touch with the distressed regions. The Commissioner at Santa Rosa, in the Pampa, however, has promised that the National Government will bring about a satisfactory solution of the difficulties shortly, an achievement greatly to be hoped for in view of the immediate need.

* * *

Buenos Aires is to have its fluttering winged, iridescent plumaged pigeons, for the city fathers have decided to build handsome pigeon cotes along the wide Avenida Costanera for the birds which are now inadequately housed in the roof tops of neighboring buildings. The bird life of the city of Buenos Aires is not particularly interesting. Sparrows, impertinent and irrepressible, hold sovereign sway over the city, and the presence of pigeons should add to the amenities of the water-front drive, in time, perhaps, the pigeons of Buenos Aires becoming as famous as those of London or Venice.

* * *

The fruit barges are now coming down from the delta of the River Plate loaded with peaches, both cling and freestone, apricots, nectarines, plums and figs, which are grown in large quantities in the islands which form the delta. In spite of the prolonged drought, the fruit does not seem to have suffered much and everything points to cheap and plentiful fruit during the coming season. Experienced jam makers buy their fruit direct from the barges at Tigre, thus obtaining cases of excellent plums and peaches at almost cost price.

Letters to The Christian Science Monitor

Brief communications are welcomed, but The Christian Science Monitor Editorial Board must remain sole judge of their suitability, and this Board does not hold itself or this newspaper responsible for the facts or opinions presented. Anonymous letters are destroyed unread.

Prayer and National Guidance

TO THE CHRISTIAN SCIENCE MONITOR:

Letters to The Christian Science Monitor, published on Dec. 10, 1929, and Jan. 2, 1930, refer to a speech delivered by Benjamin Franklin to the Continental Congress of 1776, wherein he urged that prayers be used "imploring the assistance of heaven and its blessings on our deliberations."

This instance of turning to prayer for the solving of national difficulties brings to thought subsequent occurrences of similar nature. In the great crisis of the eighteen sixties, when the ideals embodied in the Declaration of Independence and the Constitution of the United States were threatened, the Nation's problem was consistently taken to God in prayer by its Chief Executive. In the White House Abraham Lincoln read the Bible daily. Of his struggles to save the Union, he himself said: "I have been driven many times to my knees by the overwhelming conviction that I had nowhere else to go. My own wisdom and that of all about me seemed insufficient for that day."

The poet has said that "more things are wrought by prayer than this world dreams of." It might also be added, "What things might be wrought by prayer this world scarcely knows."

KATHERINE TRABAND.

Pasadena, Calif.

"For Smaller Newspapers"

TO THE CHRISTIAN SCIENCE MONITOR:

The editorial entitled "For Smaller Newspapers," which appeared in The Christian Science Monitor of December 5, interests me very much, and I heartily indorse your suggestion that the proposed increase in the price of print paper be met by a reduction in the size of the average American or Canadian newspaper, and particularly the Sunday editions.

In this process of elimination a start might very well be made with the crudest features, in text, pictures and the so-called "funnies"—those "funnies" with their garish colors, bad grammar, travesty of human relationships and perverted sentiments. Some, indeed, are frankly "funny" and innocuous, and my remarks do not apply to them, but many are rendering a distinct disservice to the thousands of children and adults who pore over them. Let the publisher abandon the grotesque and objectionable, and no doubt a corresponding improvement in the taste of the public will result.

What an unburdening for the publisher would be a "smaller and better" newspaper!

B. M. S.

Toronto, Can.